

Maryland Department of Transportation

The Secretary's Office

William Donald Schaefer
Governor

O. James Lighthizer
Secretary
Stephen G. Zentz

Deputy Secretary

March 13, 1992

Mr. and Mrs. Earl H. Baldwin 8715 Eddington Road Baltimore MD 21234

Dear Mr. and Mrs. Baldwin:

Thank you for your recent letter to Governor William Donald Schaefer concerning noise barriers for the Oakleigh community adjacent to I-695 in Baltimore County. Governor Schaefer asked me to reply to you on his behalf. I would like to assure you that we certainly appreciate your concerns that a beltway widening project will affect your community in terms of possible increased noise and that you do not want any work done without a barrier.

A timetable for improvements to I-695 has not been developed at this time. While it will likely be several years at least before widening I-695 can be initiated, when such a project is undertaken we recognize that noise barriers will have to be considered as part of the widening project.

I hope this information gives you a clearer picture of the situation. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

O. James Lighthizer

Secretary

cc: Mr. Charles B. Adams



Maryland Department of Transportation

The Secretary's Office

William Donald Schaefer Governor

O. James Lighthizer
Secretary

Stephen G. Zentz Deputy Secretary

April 3, 1992

Mrs. Vera K. Baldwin 8627 Quentin Avenue Baltimore MD 21234

Dear Mrs. Baldwin:

Thank you for your recent letter to Governor William Donald Schaefer concerning noise barriers for the Oakleigh community adjacent to I-695 in Baltimore County. Governor Schaefer asked me to reply to you on his behalf. I would like to assure you that we certainly appreciate your concerns that a beltway widening project will affect your community in terms of possible increased noise and that you do not want any work done without a barrier.

A timetable for improvements to I-695 has not yet been developed at this time. While it will likely be several years at least before widening I-695 can be initiated, when such a project is undertaken we recognize that noise barriers will have to be considered as part of the widening project.

I hope this information gives you a clearer picture of the situation. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

O. James Lighthizer

Secretary

cc: Mr. Charles B. Adams

The Honorable William Donald Schaefer

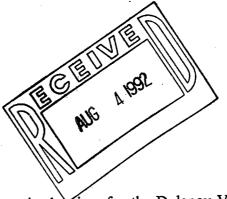


IN REPLY REFER TO PG-MDOT

July 21, 1992

Mr. and Mrs. Philip T. Bannon, Jr. 200 Ridgefield Road
Lutherville MD 21093

Dear Mr. and Mrs. Bannon:



WILLIAM DONALD SCHAEFER GOVERNOR

ANNAPOLIS OFFICE STATE HOUSE ANNAPOLIS. MARYLAND 21401 (301) 974 3901

BALTIMORE OFFICE ROOM 1513 301 WEST PRESTON STREET BALTIMORE, MARYLAND 2120 (301) 225-4800

WASHINGTON OFFICE SUITE 315 444 NORTH CAPITOL STREET, N W WASHINGTON, D C 2001 - (202) 638-2215

TDD (301) 333-3098

Thank you for your recent letter concerning noise barriers for the Dulaney Village community in Lutherville adjacent to I-695 in Baltimore County. I understand your concern for highway noise levels near your home.

Let me say first that the need for beltway widening has been studied extensively and found to be critical to the transportation needs of this area and the safety of our motorists. At this time, however, a timetable for improvements has not been finalized. Any noise mitigation associated with expansion of the beltway will be considered as part of the improvement project. Communities will be eligible for noise barriers if they meet the criteria established by the State Highway Administration (SHA). It is impossible to predict at this time what funds will be available for the many projects which will be needed to complete the widening work. Please be assured, however, that when beltway improvement projects do advance, we will give every consideration to those communities which meet the SHA noise barrier policy criteria. There is no question about that.

The retrofit noise barrier program, to which you refer and which includes your community, is currently on hold due to the unavailability of funds. At this point, it is unclear whether and when the remaining noise retrofit projects might continue. Certainly, this will be influenced by the Department of Transportation's overall funding picture. In addition, it is felt that the counties should contribute to the cost of noise barriers within their jurisdiction. This cost-sharing concept proved to be successful in Howard County, where the county contributed one-third of the cost of the I-95 noise barrier at the Timberview community.

I hope this information adequately addresses your concerns. If you have further questions, please do not hesitate to contact Charles B. Adams, Director of SHA's Office of Environmental Design, at (410) 333-8063.

Sincerely,

/S/

Governor

cc: Mr. Charles B. Adams

bcc: Mr. Louis H. Ege, Jr.

Mr. Hal Kassoff

Secretary O. James, Lighthizer

Mr. Gene Miller

Mr. Neil Pedersen Mr. Robert Sanders

Mr. Jeff Stone

February 6, 1992

Ms. Susan Bayne 34 Wilfred Court Towson MD 21204 FER I 2 1992

Dear Ms. Bayne:

Thank you for your recent letter regarding noise walls along the Baltimore Beltway and future impacts to your property from improvements proposed by the I-695 project planning study.

As the public notice indicates, we have completed the environmental document and received location approval for the project from the Federal Highway Administration (FHWA). This document summarizes the improvements chosen for construction along I-695 in the future, including widening of the Beltway and selected interchange improvements, and the process by which they were selected.

Attached are plans indicating the improvements planned for your area. The improvements include one additional through lane in each direction of the Beltway (Alternate 2), the replacement of the westbound I-695 to southbound York Road loop ramp by a left-turn spur in the northeast quadrant of the interchange (Option B), and the improved radius of the southbound York Road to I-695 westbound ramp (also Option B).

All of the above improvements will be located within existing State Highway Administration (SHA) property. The left-turn movement required by the new spur will require a new traffic light on York Road. This new light and others located on York Road in the vicinity will be coordinated to work with each other to provide the best traffic flow possible.

Under the Beltway widening portion of this study, the Wilfred Court area qualifies for noise barriers under our current criteria in conjunction with the widening. However, due to the lack of available money for construction projects, the question of when the widening and construction of associated barriers will be funded and built is still being examined. We are currently prioritizing the mainline and interchange improvements approved in the document based on safety, traffic and monetary considerations, so they may be built as funds are available.

G

Ms. Susan Bayne February 6, 1992 Page Two

As you mentioned in your letter, your area is also high on the priority list for noise barriers to be constructed under our retrofit barrier program. This program is currently on hold since funding is not available.

We appreciate your interest and comments regarding the I-695 planning study, and we will take your comments into consideration when prioritizing the use of construction funds for the Beltway. If you have any further comments or questions regarding this matter, please feel free to contact the project manager, Mr. Robert Sanders, whose telephone number is (410) 333-1106.

Sincerely,

Hal Kassoff Administrator

Attachments

cc: Mr. Robert Sanders

bcc: Mr. Louis H. Ege, Jr.

Mr. Eugene Miller R-312

Mr. Neil J. Pedersen



O. James Lighthizer Secretary Hal Kassoff Administrator

August 4, 1992

Mr. Robert Bearden 103 Waelchli Avenue Arbutus MD 21227

Dear Mr. Bearden:

I am writing to report the results of the recent noise monitoring conducted at your home adjacent to I-95 in the Arbutus area, and to update you on the status of noise abatement studies for the area.

Exhibit 1 shows the hourly variation in the <u>average</u> noise level measured at two locations on your property. As you can see, the noise impact threshold level was exceeded for most of the study period. This is not unexpected given the level of traffic typical of the I-95 corridor. Unfortunately, at one of the monitors a portion of the data was lost due to a battery failure. It does appear however, that the peak noise period was captured at both locations.

The reason for the noise level difference between the two locations is related, in part, to the slope within the highway right-of-way. The backyard area is set back somewhat from the top of the slope, and appears to be partially protected acoustically. The level is however, still above the impact threshold, even in the backyard. We certainly recognize from earlier data and the latest noise monitoring that the noise levels do pose a substantial problem.

As you may know, the Arbutus area adjacent to I-95 has been previously identified as a candidate project in our retrofit Noise Abatement Program, though to this point, funding for this particular project has not yet been available. Due to the ongoing severe budget crisis, the retrofit noise barrier program is currently on hold. At this point, it is unclear whether and when the remaining retrofit projects might continue. In addition, it is felt that the counties should be contributing to the cost of noise barriers within their jurisdiction. This cost-sharing concept was first applied successfully in Howard County, where the county contributed to the cost of the I-95 noise barrier for the Timberview community.

I wish we could give you a more positive outlook on the retrofit barrier program, however at this time it appears that local (county) funding participation would have to occur in order to advance the project in our retrofit program. If you need more information, or have any questions, please feel free to contact us.

Sinderely,

Charles B. Adams

Director

Office of Environmental Design

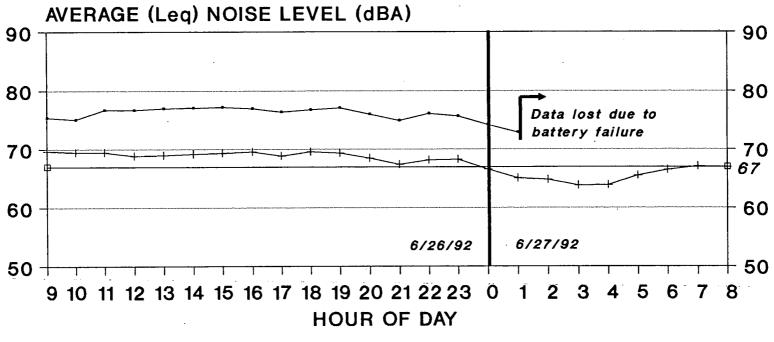
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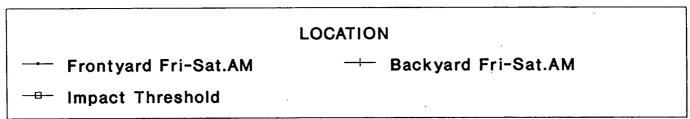
cc:

Kenneth D. Polcak

24-HOUR NOISE MEASUREMENT I-95 @ ARBUTUS/HALETHORPE







Bearden Residence 103 Waelchli Avenue



O. James Lighthizer Secretary Hal Kassoff Administrator

November 4, 1992

Mrs. Carvella Beavers
Ms. Jamie Mangan King
Sound Barrier Committee
Park View Citizens Association
3215 Park View Road
Chevy Chase MD 20815

Dear Mrs. Beavers and Ms. King:

Thank you for your recent letter in response to my September 9 letter concerning the traffic noise situation at the Park View community adjacent to the Capital Beltway. We appreciate your concern about the various factors you feel must be considered when we determine eligibility for noise barriers. However, we do feel the criteria that have been established are equitable.

Let me address your concerns in the order you presented them.

- We are aware your homes pre-existed the original construction of the Beltway. When an improvement to a highway occurs, the criterion that governs is a majority of the impacted homes must precede the location approval date. This is the date of public knowledge of a proposed project. (It should be noted that while the homes preceded the Beltway, many, if not most, of the present occupants moved in after the highway was in place).
- 2) We agree there are homes in the community that exceed the 67 decibel noise level threshold.
- 3) It is true that homes in the first row will provide some shielding (mitigation) for the homes in the second row.
- 4) Our most recent monitoring studies indicate that there are currently six (6) residences in the entire community that meet or exceed the 67 decibel threshold level. This number is two less than the eight that were predicted under the environmental studies for the Beltway widening, which was determined to be the "worst-case" situation. When this number is factored into the cost of a barrier, the cost per residence far exceeds the \$40,000 limit.

My telephone number is

Mrs. Carvella Beavers Ms. Jamie Mangan King November 4, 1992 Page Two

- I understand your logic on this point: however, communities are evaluated on an individual basis. This is to be equitable. For example, if a recently developed community was built proximate to an existing one, we feel it would be unfair to provide mitigation for the newer community.
- The original Beltway alignment was located to avoid impacting residential areas as much as possible. Although, there were no formal environmental studies or public hearings at that time, community and elected official input was part of the process.
- All things being equal, if a residential street runs parallel to an Interstate, the homes along this street experience the same level of noise provided they are the same distance from the Interstate. Since Park View Drive curves away from the Beltway, some of the homes are farther away from the traffic than others. These homes experience less noise than those that are closer to the Beltway. This factor relates directly to the cost per residence criterion. Because there are only a few homes impacted, the cost to protect these exceeds the \$40,000/residence ceiling.
- The noise barriers in the Carderock area at Thornley Court are being constructed as part of the widening of the Beltway in that area. These homes did pre-date the location approval date for the Beltway widening project. The alignment of Thornley Court is not at all similar to Park View Road. Thornley Court is like a "dog leg"; Park View Road is like a "horseshoe." In addition, the residents of Thornley Court will contribute to the cost of the noise barrier through special tax assessments on their properties.
- 9) The intent of the noise abatement program is to provide noise mitigation where an area meets all of the eligibility criteria. While a noise barrier would provide additional security to a community, this is not factored in the decision to build or not build noise barriers.

A 24-hour measurement was taken September 16-17, 1992 at your residence. Short-term measurements were taken at this same time throughout the community; however, it was determined cicada activity unduly influenced these measurements for the homes not directly adjacent to the Beltway. It was agreed we would retake these measurements when the cicada activity ceased. Additional short-term measurements were taken October 7, 1992.

Mrs. Carvella Beavers Ms. Jamie Mangan King November 4, 1992 Page Three

The results indicate there are six residences currently impacted above the 67 decibel threshold. This number is less than the eight that were predicted for the future design year under the environmental studies for the Beltway widening project.

We recognize SHA's study results differ from that conducted by your acoustic engineer. It would be illogical to render a final decision regarding noise abatement until this discrepancy is resolved. We would like to meet or speak with your engineer to compare our methodologies. I have asked Charlie Adams, Director of SHA's Office of Environmental Design to contact you regarding this proposal. In the meantime, if you have any questions, please call Mr. Adams at (410) 333-8063.

Sincerely

Hal Kassoff Administrator

cc: Mr. Charles B. Adams

Mr. Creston J. Mills, Jr.



12

O. James Lighthizer Secretary Hal Kassoff Administrator

September 9, 1992

Mrs. Carvella Beavers Sound Barrier Committee Park View Citizens Association 3215 Park View Road Chevy Chase MD 20815

Dear Mrs. Beavers:

Thank you for your recent letter to Charles Adams expressing concerns about the noise levels at the Park View community near the Capital Beltway. We do understand that many of the residents feel an injustice due to the absence of noise barriers at this location.

We recognize that the area is impacted by traffic noise, based on environmental impact studies that were conducted prior to implementation of the highway improvements. When we speak of impacts, we mean the average noise level exceeds 67 decibels during some part of the day. This does not mean the traffic noise is not loud or annoying at those houses that do not experience this level, but this is the criterion established by the Federal Highway Administration. All states must comply with this criterion in order to use federal funds.

The State Highway Administration (SHA) established criteria for noise barrier eligibility to provide a fair and equitable method of determining where noise barriers should be considered and constructed. One criterion is an expenditure limit of \$40,000 per impacted residence which, by the way, is the highest allocation in the country. There are many more requests for noise mitigation than we have the resources available to address.

When we performed a noise evaluation for the Park View area, we determined it did not qualify for noise abatement because the \$40,000 per residence limit for reasonable cost is not met. We identified a maximum of eight impacted residences, and determined that an effective barrier would cost approximately \$540,000 or \$67,500 per impacted residence. Additionally, the number of impacted residences was determined based on future traffic conditions. That means that the noise levels upon which the assessment of impact was based represent a "worst-case" condition.

Mrs. Carvella Beavers September 9, 1992 Page Two

Due to the curved alignment of Parkview Road, many of the homes in this community are located a block or more away from the Beltway. If a noise barrier was constructed, its effectiveness more than a block away would be limited. Typically, barriers are most effective for those homes directly adjacent to them. The level of noise reduction realized at greater distances behind the barrier is less dramatic.

Since it has been over three years since we conducted any measurements, we will schedule a new monitoring program to determine if conditions have substantially changed. We will contact the community to coordinate this effort with them.

I hope this adequately explains the State's position. If you wish to discuss this matter further or have additional questions, please feel free to contact Charlie Adams, Director of our Office of Environmental Design. Mr. Adams can be reached at (410) 333-8063.

Sincerely,

Hal Kassoff
Administrator

cc: Mr. Charles B. Adams



14

O. James Lighthizer Secretary Hal Kassoff Administrator

Office of District Engineer State Highway Administration 9300 Kenliworth Avenue P.O. Box 327 Greenbelt, Maryland 20770

August 27, 1992

Ms. Genevieve S. Bello 8805 Courtland Lane Lanham, MD 20706

Dear Ms. Bello:

Thank you for your letter of August 10th regarding your request for inclusion in the proposed Glenarden area noise barrier project.

Your efforts to secure a noise barrier for your property have been documented by a wealth of correspondence; however, several of the assertions in this latest letter merit a few more words on the subject.

You are correct in stating that we were aware of your expectations; however, we were quite clear in advising you that we would not be constructing a noise barrier. I am genuinely sorry that the fence which you selected has not provided any measure of satisfaction, but, again, we never attempted to represent this fence as an authentic noise barrier. It is important to remember, Mrs. Bello, that the fence was constructed at your request in lieu of the plantings that we offered. In my letters of March 20 and April 30, 1990, while offering the plantings, we referred to the pines as an "aesthetic barrier" which would "help to alleviate" and act as a "buffer" at the deforested area. In both letters I clearly stated that we would not construct a noise barrier at your location. Our goal was to provide an artificial replacement for the tree loss, not to deceive you.

My telephone number is ______513-7311___

Ms. Genevieve S. Bello August 27, 1992 Page 2

Regarding the imminent construction of the Glenarden area noise barrier, I must inform you that we cannot include your property in that project. Our policy regarding construction of noise barriers, which we have discussed with you previously, has not changed since 1989. Your location continues to meet all of the criteria save one: that the cost per impacted residence may not exceed \$40,000.

Hopefully, you will understand our position and our desire to fairly and responsibly distribute our limited resources.

Sincerely,

Creston J. Mills, Jr.
District Engineer

CJM:SED:sed

STATE OF MARYLAND OFFICE OF THE GOVERNOR



IN REPLY REFER TO PG-MDOT

WILLIAM DONALD SCHAEFER GOVERNOR

ANNAPOLIS OFFICE STATE HOUSE ANNAPOLIS, MARYLAND 21401 (301) 974 3901

BALTIMORE OFFICE ROOM 1513 301 WEST PRESTON STREET BALTIMORE, MARYLAND 21201 (301) 225-4800

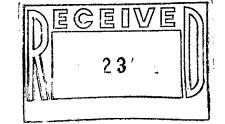
WASHINGTON OFFICE SUITE 315 444 NORTH CAPITOL STREET, N.W. WASHINGTON, D.C. 20001 (202) 638-2215

TDD (301) 333-3098

March 19, 1992

Mr. and Mrs. F. Michael Boblooch 115 Hedgewood Road Lutherville MD 21093

Dear Mr. and Mrs. Boblooch:



Thank you for your recent letter concerning noise barriers for the Orchard Hills community adjacent to I-695 in Baltimore County.

The entire retrofit noise barrier program, including the project to which you refer, is currently on hold. At this point, it is unclear whether/when the remaining noise retrofit projects might continue. Certainly, this will be influenced by the Department of Transportation's overall funding picture. If the program is re-enacted, I feel the counties should contribute to the cost of noise barriers within their jurisdiction. This cost-sharing concept proved successful in Howard County, where the county contributed one-third of the cost of the I-95 noise barrier at the Timberview community.

I hope this information adequately addresses your concerns. Thank you for bringing them to my attention. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design at (410) 333-8063.

incerely,

Mr. Charles B. Adams /

cc:





IN REPLY REFER TO PG-MDOT

WILLIAM DONALD SCHAEFER GOVERNOR

ANNAPOLIS OFFICE STATE HOUSE ANNAPOLIS, MARYLAND 21401 (301) 974 3901

BALTIMORE OFFICE ROOM 1513 301 WEST PRESTON STREET BALTIMORE, MARYLAND 21201 (301) 225-4800

WASHINGTON OFFICE SUITE 315 444 NORTH CAPITOL STREET N.W WASHINGTON D.C. 20001 (202) 638-2215

TDD (301) 333-3098

March 19, 1992

Ms. Stephanie Boblooch President Orchard Hills Community Association, Inc. Post Office Box 104 Lutherville MD 21093



Dear Ms. Boblooch:

Thank you for your recent letter concerning noise barriers for the Orchard Hills community adjacent to I-695 in Baltimore County.

The entire retrofit noise barrier program, including the project to which you refer, is currently on hold. At this point, it is unclear whether/when the remaining noise retrofit projects might continue. Certainly, this will be influenced by the Department of Transportation's overall funding picture. If the program is re-enacted, I feel the counties should contribute to the cost of noise barriers within their jurisdiction. This cost-sharing concept proved successful in Howard County, where the county contributed one-third of the cost of the I-95 noise barrier at the Timberview community.

I hope this information adequately addresses your concerns. Thank you for bringing them to my attention. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design at (410)_333-8063.

Sincerely,

Mr. Charles B. Adams

cc:



Maryland Department of Transportation

The Secretary's Office



William Donald Schaefer Governor

O. James Lighthizer Secretary

Stephen G. Zentz Deputy Secretary

March 2, 1992

Ms. Stephanie Boblooch
President
Orchard Hills Community Association, Inc.
P.O. Box 104
Lutherville MD 21093

Dear Ms. Boblooch:

Thank you for your recent letter concerning noise barriers for the Orchard Hills community adjacent to I-695 in Baltimore County.

It is my understanding you have received or will shortly be receiving letters from Governor Schaefer and State Highway Administrator Hal Kassoff on this issue. In addition, you have been contacted by Mr. Eugene J. Miller, Jr. of the State Highway Administration's Office of Environmental Design. I would like to address the primary concern of your community, which you discussed with Mr. Miller, of whether noise barriers for the Orchard Hills community will be included as part of any future widening of the beltway if an expansion of the beltway in your area would occur prior to a retrofit noise abatement project.

As you are aware, a timetable for improvements to the beltway has not been set. It is impossible to predict at this time what funds will be available for the many improvements needed on I-695. Therefore, at this time, I cannot say with absolute certainty that noise barriers will be included in every widening project. Please be assured, however, that when beltway improvement projects do advance, we will give every consideration to those communities that currently meet the SHA retrofit noise barrier policy criteria.

I regret I cannot give a more positive or definite response but I would not want to mislead you in these fiscally uncertain times. Please do not hesitate to contact Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design, if you have further questions. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

O. James Lighthizer

Secretary

Mr. Charles B. Adams

Mr. Eugene J. Miller, Jr.

bcc: Mr. Charles R. Olsen

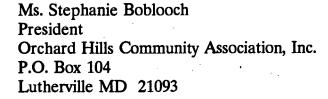
Dictated by C. Adams, OED - X8063

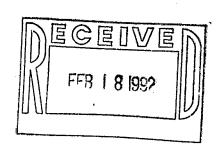




O. James Lighthizer Secretary Hał Kassoff Administrator

February 12, 1992





Dear Ms. Boblooch:

Thank you for your recent letter concerning noise barriers for the Orchard Hills community adjacent to I-695 in Baltimore County.

A timetable for improvements to the beltway has not been developed at this time. Any noise mitigation associated with expansion of the beltway will be considered as part of the improvement project. Communities will be eligible for noise barriers if they meet the criteria established by the State Highway Administration.

The retrofit noise barrier program to which you refer is currently on hold. At this point, it is unclear whether and when the remaining noise retrofit projects might continue. Certainly, this will be influenced by the Department of Transportation's overall funding picture, which is a matter before the General Assembly. Governor Schaefer has recently indicated that the nine remaining retrofit projects can only proceed with a state revenue increase coupled with local participation in the funding. He has adopted as a model the cost-sharing concept used in Howard County, where the county contributed one-third of the cost of the I-95 barrier at the Timberview community.

I hope this information adequately addresses your concerns. Thank you for bringing them to my attention. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

Hal Kassoff Administrator

cc: Mr. Charles B. Adams

My telephone number is



O. James Lighthizer
Secretary
Hal Kassoff
Administrator

February 12, 1992

Ms. Stephanie Boblooch
President
Orchard Hills Community Association, Inc.
P.O. Box 104
Lutherville MD 21093

Dear Ms. Boblooch:

Thank you for your recent letter concerning noise barriers for the Orchard Hills community adjacent to I-695 in Baltimore County.

Shortly you will be receiveing a letter from State Highway Administrator Hal Kassoff outlining the current situation concerning our Noise Abatement Program. Rather than duplicate Mr. Kassoff's response in writing, I have asked Gene Miller of my staff to call you and answer any questions you may have. You may expect to hear from Mr. Miller within the next two weeks.

I hope this meets with your approval. If you have any questions in the meantime, please do not hesitate to contact me at 333-8063 or Mr. Miller at 333-8071.

sincerely,

Charles B. Adams, Director Office of Environmental Design

cc: Mr. Eugene J. Miller, Jr.

STATE OF MARYLAND OFFICE OF THE GOVERNOR

IN REPLY REFER TO PG-MDOT

November 30, 1992

GOVERNOR
ANNAPOLIS OFFICE

WILLIAM DONALD SCHAEFER

ANNAPOLIS OFFICE STATE HOUSE ANNAPOLIS, MARYLAND 21431 (301) 974 3901

BALTIMORE OFFICE ROOM 1513 301 WEST PRESTON STREET BALTIMORE, MARYLAND 21201 (301) 225-4500

WASHINGTON OFFICE SUITE 315 444 NORTH CAPITOL STREET, N. W WASHINGTON D.C. 20001 (202) 638-2215

TDD (301) 333-3098

Ms. Joan E. Boros Freedman, Levy, Kroll & Simonds Washington Square 1050 Connecticut Avenue, NW Washington DC 20036-5366

Dear Ms. Boros:

Thank you for your recent letters to the State Highway Administration (SHA) and me concerning noise barriers at the Park View Estates community located adjacent to I-495 in Montgomery County.

You have presented a number of interesting points you feel must be considered when SHA determines eligibility for noise barriers. I have asked SHA to assess each of the seven points you have made, and they have prepared the enclosed point-by-point list of comments.

I do understand measurements taken by an acoustic engineer for the community differ from those taken by SHA, and that SHA representatives will meet with your engineer in order to resolve this discrepancy. After the meeting, a final determination can be made regarding noise abatement.

Once again, thank you for bringing your concerns to my attention. If you have any questions or wish to discuss SHA's response further, please feel free to contact Mr. Charles B. Adams, Director of SHA's Office of Environmental Design, at (410) 333-8063.

Sincerely,

/S/

Governor

Enclosure

cc: Mr. Charles B. Adams

bcc: Mr. Hal Kassoff

Secretary O. James Lighthizer

Mr. Gene Miller ✓

Mr. Creston J. Mills, Jr.

Mr. Jeff Stone

Maryland Department of Transportation

The Secretary's Office

3

William Donald Schaefer Governor

O. James Lighthizer Secretary

Stephen G. Zentz Deputy Secretary

July 29, 1992

Ms. June Breeden 905 Monroe Manor Road Stevensville MD 21666

Dear Ms. Breeden:

Thank you for your recent letter concerning noise barriers for the Heritage Harbour community located adjacent to US 50 in Anne Arundel County.

I certainly understand your concern about the improvements to US 50 which are currently under way. Let me explain the State Highway Administration's (SHA) position in this matter relative to noise barriers.

For a community to be considered for noise abatement, <u>all</u> of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted (67 decibels or greater) residences must have preceded the date of highway location approval;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the noise barrier; and
- funds must be available.

These criteria were established to provide a fair and equitable method of determining where noise barriers should be considered and constructed. There are many more requests for noise mitigation than we have the resources to address.

My telephone number is (301)- 859-7600

TTY For the Deaf: (301) 684-6919

Ms. June Breeden July 29, 1992 Page Two

When location approval was received by SHA in 1981 for improvements to US 50, the majority of homes in this community had not yet been constructed. Based on this criterion, Heritage Harbour is not eligible for noise barriers. Since there was such a long delay between location approval and actual reconstruction of US 50, there seems to be an assumption by some residents that noise barriers should be included as part of the highway construction. Unfortunately, this is not the case.

In 1990, at the request of Delegate Marsha Perry, extensive noise studies were performed to calculate the overall impact on this community since additional homes had been built by this time. These studies concluded that only three homes in the community were impacted above the 67 decibel threshold. Noise levels at your residence were determined to be below 60 decibels. This does not mean it isn't noisy at your home, only that noise levels are well below the impact threshold.

In addition, noise prediction modelling was performed to determine what the future noise levels will be in the design year 2006. These predicted noise levels are used to determine the cost per residence for noise barriers. It was calculated that only three additional residences in Heritage Harbour will be impacted by the year 2006 for a total of six in this community. Dividing this number into the cost of a noise barrier amounts to a per residence cost of over \$100,000, far exceeding the reasonable cost per residence of \$40,000 under SHA's policy.

Included in the construction contract for the improvements to US 50, are plans for an extensive landscape planting to enhance the highway corridor and help buffer adjacent communities from the traffic. While this won't significantly reduce noise levels, it will provide much psychological relief to the residents living closest to the highway.

I regret we are unable to provide a more positive response to your concerns, but hope this information clearly presents the reasons for the State's position in this matter. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of SHA's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

O. James Lighthizer

Secretary

cc:

Mr. Charles B. Adams

25

400 Seventh St., S.W. Washington, D.C. 20590

JUL 9 1892

Refer to: HPD-1

Mr. Ronald Brooks
President
Hunting Ridge Condominium Association, Inc.
6914 Hanover Parkway
Greenbelt, Maryland 20770

Dear Mr. Brooks:

Thank you for your June 5 letter cosigned by Ms. Barbara Tyner, Vice President of the association, to the Federal Highway Administration (FHWA) concerning traffic noise along the Washington Beltway adjacent to your community, Hunting Ridge Condominiums. You asked for assistance in having a sound barrier installed adjacent to the community and included petitions from residents in support of this request.

It may be helpful if I begin with a brief explanation of the Federal-State relationship. Under the Federal-aid highway program, the States, in cooperation with local officials, select projects for Federal funding by establishing their own priorities. Federal law reserves project selection solely for the States. The States are also responsible for project planning, design, and construction. If a State requests Federal funding for a project, our agency provides technical assistance and grants approvals of compliance with Federal laws and regulations at key stages of project development.

We believe highway traffic noise should be reduced through a program of shared responsibility. Thus, the FHWA encourages State and local governments to practice compatible land use planning and control in the vicinity of highways. Local governments should use their power to regulate land development in such a way that noise-sensitive land uses are either prohibited adjacent to a highway, or that developments are planned, designed, and constructed in such a way that noise impacts are minimized.

The FHWA noise regulations allow, but do not require, the use of Federal-aid funds to provide noise abatement along existing highways. The decision to implement this type of abatement is a voluntary one made by the State. Noise abatement measures for development which occurs after highway construction are not normally approved for Federal funding unless local authorities have taken measures to exercise land use control over the remaining undeveloped lands adjacent to highways in the local jurisdiction to prevent further development of incompatible activities.

Because the Maryland State Highway Administration (MSHA) is responsible for implementing noise abatement along its highways, I encourage you to work with its officials to address your concerns. I suggest you contact Mr. Hal Kassoff, Administrator of the MSHA, if you have not already done so. His address and telephone number are: P.O. Box 717, Baltimore, Maryland 21203, (410) 333-1111.

I hope this information is helpful to you. I appreciate your taking time to let us know of your concerns.

Sincerely yours,

Robert E. Ormander James M. Shrouds, Chief

Noise and Air Quality Branch



O. James Lighthizer
Secretary
Hal Kassoff
Administrator

June 23, 1992

Mr. Ronald Brooks, President
Ms. Barbara Tyner, Vice President
Hunting Ridge Condominium Association, Inc.
6914 Hanover Parkway
Greenbelt MD 20770

Dear Mr. Brooks and Ms. Tyner:

Thank you for your recent letter to Secretary of Transportation O. James Lighthizer concerning noise barriers for the Hunting Ridge community located adjacent to I-95 (Capital Beltway) in Prince George's County. Secretary Lighthizer asked me to respond to you directly on his behalf.

For a community to be considered for noise abatement under SHA's policy, all of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted residences must have preceded the original highway construction;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the noise barrier; and
- funds must be available.

These criteria were established to provide a fair and equitable method of determining where noise barriers should be considered and constructed. There are many more requests for noise mitigation than we have the resources to address.

M	telephone number is	
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Mr. Ronald Brooks June 23, 1992 Page Two

An investigation of real estate dates indicates the Hunting Ridge Condominiums were constructed in 1974, well after the completion of the Beltway as a circumferential highway in 1964. Based on this criterion, the Hunting Ridge condominiums are not eligible for our noise abatement program.

I regret we are unable to provide a more positive response to your inquiry, but hope this information clearly presents the State's position in this matter. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of SHA's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

Hal Kassoff, Administrator

cc: Secretary O. James Lighthizer

Mr. Charles B. Adams





O. James Lighthizer Secretary Hal Kassoff Administrator

Office of District Engineer State Highway Administration 9300 Kenilworth Avenue Greenbelt, Maryland 20770

June 8, 1992

Mr. Ronald Brooks, President
Ms. Barbara Tyner, Vice President
Hunting Ridge Condominium Association, Inc.
6914 Hanover Parkway
Greenbelt MD 20770

Dear Mr. Brooks and Ms. Tyner:

Thank you for your letter regarding the construction of a noise barrier along I-495 in the vicinity of Hunting Ridge Condominiums on Hanover Parkway..

The State Highway Administration (SHA) has adopted the following criteria for noise abatement projects:

- Noise levels must exceed the impact threshold level of 67 decibels (dbA);
- The dwellings must have been in existence prior to the highway;
- . A feasible method is available to reduce the noise;
- Seventy-Five percent (75%) of the affected residents must favor the project; and
- Funds must be available.

I must be candid, and tell you that my assessment of a noise abatement project at your location is "extremely" remote. Funding for noise abatement projects has been reduced in recent years and the future of our noise program is in doubt. We are making no new commitments for noise barriers, since the existing list of approved locations far exceeds available or anticipated revenues.

My telephone number is _____

June 12, 1992 Page 2

I regret not being able to provide you with more positive information, and if you have any questions, please call me.

Sincerely,

Creston J. Mills, Jr.

District Engineer

CJM:lc

cc: LMr. Charles B. Adams



31

O. James Lighthizer Secretary Hal Kassoff Administrator

June 30, 1992

Mr. Barry T. Canaras Kodenski and Canaras 19 East Fayette Street Baltimore MD 21202

Dear Mr. Canaras:

I am writing as a follow-up to your recent phone conversation with Mr. Eugene J. Miller, Jr., of my staff, concerning noise barriers at the Rolling View Green community, adjacent to I-695 in Baltimore County.

For a community to be considered for noise abatement under SHA's policy, <u>all</u> of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted residences must have preceded the original highway construction;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the noise barrier; and
- funds must be available.

These criteria were established to provide a fair and equitable method of determining where noise barriers should be considered and constructed. There are many more requests for noise mitigation than we have the resources to address.

The Baltimore Beltway was completed as a circumferential highway in 1962. This is the year SHA considers the date of original construction. Since the Rolling View Green community is currently under construction, it fails to meet this date requirement. Therefore, it is not eligible for noise barriers.

My	telephone number is	
----	---------------------	--

Mr. Barry T. Canaras June 30, 1992 Page Two

I regret we are unable to provide a more positive response to your inquiry, but hope this information clearly presents the State's position in this matter. If you have further questions, please do not hesitate to contact me or Mr. Miller who may be reached at 333-8071.

Charles B. Adams,

Director

cc: Mr. Eugene J. Miller, Jr.

Maryland Department of Transportation

The Secretary's Office



William Donald Schaefer
Governor

O. James Lighthizer
Secretary

Stephen G. Zentz
Deputy Secretary

July 29, 1992

Mrs. Jeannette C. Caracciolo Mr. Leonard D. Caracciolo 2670 Cunningham Hole Road Annapolis MD 21401-6940

Dear Mr. and Mrs. Caracciolo:

Thank you for your recent letter concerning noise barriers for the Heritage Harbour community located adjacent to US 50 in Anne Arundel County.

I certainly understand your concern about the improvements to US 50 which are currently under way. Let me explain the State Highway Administration's (SHA) position in this matter relative to noise barriers.

For a community to be considered for noise abatement, <u>all</u> of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted (67 decibels or greater) residences must have preceded the date of highway location approval;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the noise barrier; and
- funds must be available.

These criteria were established to provide a fair and equitable method of determining where noise barriers should be considered and constructed. There are many more requests for noise mitigation than we have the resources to address.

My telephone number is (301)	859-7600
TTV For the Deaf	(301) 684-6919

Mrs. Jeannette C. Caracciolo Mr. Leonard D. Caracciolo July 29, 1992 Page Two

When location approval was received by SHA in 1981 for improvements to US 50, the majority of homes in this community had not yet been constructed. Based on this criterion, Heritage Harbour is not eligible for noise barriers. Since there was such a long delay between location approval and actual reconstruction of US 50, there seems to be an assumption by some residents that noise barriers should be included as part of the highway construction. Unfortunately, this is not the case.

In 1990, at the request of Delegate Marsha Perry, extensive noise studies were performed to calculate the overall impact on this community since additional homes had been built by this time. These studies concluded that only three homes in the community were impacted above the 67 decibel threshold. Noise levels at your residence were determined to be below 60 decibels. This does not mean you cannot hear the traffic at your home, only that noise levels are well below the impact threshold.

In addition, noise prediction modelling was performed to determine what the future noise levels will be in the design year 2006. These predicted noise levels are used to determine the cost per residence for noise barriers. It was calculated that only three additional residences in Heritage Harbour will be impacted by the year 2006 for a total of six in this community. Dividing this number into the cost of a noise barrier amounts to a per residence cost of over \$100,000, far exceeding the reasonable cost per residence of \$40,000 under SHA's policy.

Included in the construction contract for the improvements to US 50, are plans for an extensive landscape planting to enhance the highway corridor and help buffer adjacent communities from the traffic. While this won't significantly reduce noise levels, it will provide much psychological relief to the residents living closest to the highway.

I regret we are unable to provide a more positive response to your concerns, but hope this information clearly presents the reasons for the State's position in this matter. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of SHA's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

O. James Lighthizer

Secretary

cc:

Mr. Charles B. Adams



35

O. James Lighthizer Secretary Hal Kassoff Administrator

June 17, 1992

Ms. Delores C. Carouge 125 Orthoridge Road Lutherville MD 21093

Dear Ms. Carouge:

Thank you for your letter concerning noise barriers in the vicinity of the Orchard Hills community along the Baltimore Beltway.

A timetable for beltway improvements has not yet been finalized. The project has just entered the final design phase, during which, further studies will be conducted to determine which areas meet all the criteria established by the State Highway Administration (SHA) for noise barriers. Your community was identified in the recently completed project planning phase as eligible for further study for noise barriers.

I regret that at this time I do not have more detailed information to give to you concerning this issue; however, if you have any further questions or comments concerning the project please feel free to contact the project manager, Mr. Robert Sanders. Bob's phone number is 333-1106.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

hv:

Robert K. Sanders

Project Manager

Project Planning Division

LHE: RKS: sh

cc: Mr. Charles B. Adams

Mr. Neil J. Pedersen

410-333-1106

My telephone number is _

STATE OF MARYLAND OFFICE OF THE GOVERNOR



IN REPLY REFER TO PG-MDOT

WILLIAM DONALD SCHAEFER GOVERNOR

ANNAPOLIS OFFICE STATE HOUSE ANNAPOLIS. MARYLAND 21401 (301) 974 3901

BALTIMORE OFFICE
POOM 1513
301 WEST PRESTON STREET
BALTIMORE. MARYLAND 21201
(301) 225-4800

WASHINGTON OFFICE SUITE 315 444 NORTH CAPITOL STREET. N.W. WASHINGTON. D.C. 20001 (202) 638-2215

TDD (301) 333-3098

I G-MDO1

March 19, 1992

Ms. Dolores C. Carouge 125 Othoridge Road Lutherville MD 21093 国際国際国際 23に2

Dear Ms. Carouge:

Thank you for your recent letter concerning noise barriers for the Orchard Hills community adjacent to I-695 in Baltimore County.

The entire retrofit noise barrier program, including the project to which you refer, is currently on hold. At this point, it is unclear whether/when the remaining noise retrofit projects might continue. Certainly, this will be influenced by the Department of Transportation's overall funding picture. If the program is re-enacted, I feel the counties should contribute to the cost of noise barriers within their jurisdiction. This cost-sharing concept proved successful in Howard County, where the county contributed one-third of the cost of the I-95 noise barrier at the Timberview community.

I hope this information adequately addresses your concerns. Thank you for bringing them to my attention. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design at (410) 333-8063.

eau Jouand Muster

Sincerely,

Governor

cc:

Mr. Charles B. Adams



N REPLY REFER TO PG-MDOT

July 27, 1992

WILLIAM DONALD SCHAEFER GOVERNOR

ANNAPOLIS OFFICE STATE HOUSE ANNAPOLIS, MARYLAND 21401 (301) 974 3901

BALTIMORE OFFICE ROOM 1513 301 WEST PRESTON STREET BALTIMORE MARYLAND 21201 (301) 225-4800

WASHINGTON OFFICE SUITE 315 444 NORTH CAPITOL STREET N.W WASHINGTON, D.C. 2000 (202) 638-2215

TDD (301) 333-3098

Mr. Peter J. Celli, Sr. 1033 Adcock Road Lutherville MD 21093

Dear Mr. Celli:

Thank you for your recent letter concerning noise barriers for the Longford community in Lutherville adjacent to I-695 and I-83 in Baltimore County. I understand your concern for noise levels near your home.

The need for beltway widening has been studied extensively and found to be critical to the transportation needs of this area and the safety of our motorists. At this time, however, no timetable has been set for improvements. Any noise mitigation associated with expansion of the beltway will be considered as part of the improvement project. Communities will be eligible for noise barriers if they meet the criteria established by the State Highway Administration (SHA). It is impossible to predict at this time what funds will be available for the many projects which will be needed to complete the widening. Please be assured, however, that when beltway improvement projects do advance, we will give every consideration to those communities which meet the SHA noise barrier policy criteria.

The retrofit noise barrier program, to which you refer and which includes your community, is currently on hold due to the unavailability of State funds. At this point, it is unclear whether and when the remaining noise retrofit projects might continue. In addition, it is felt that the counties should contribute to the cost of noise barriers within their jurisdiction. This cost-sharing concept proved successful in Howard County, where the county contributed to the cost of the I-95 noise barrier at the Timberview community.

I hope this information adequately addresses your concerns. Thank you for bringing them to my attention. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of the SHA's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

/S/

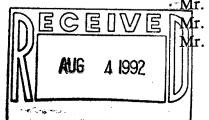
Governor

cc: Mr. Charles B. Adams

bcc: Mr. Hal Kassoff

Secretary O. James Lighthizer

Mr. Gene Miller
Mr. Charles R. Olsen
Mr. Jeff Stone





38

O. James Lighthizer Secretary Hal Kassoff Administrator

June 23, 1992

Mr. James R. Chiles 867 Clubhouse Village View Annapolis MD 21401-6940

Dear Mr. Chiles:

Thank you for your recent letter to Secretary of Transportation O. James Lighthizer concerning noise barriers for the Heritage Harbour community located adjacent to US 50 in Anne Arundel County. Secretary Lighthizer asked me to respond to you on his behalf.

I can certainly understand your concern about the improvements to US 50 which are currently underway. Let me explain the position of the State Highway Administration (SHA) regarding installation of noise barriers on existing highways.

For a community to be considered for noise abatement, all of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the affected (67 decibels or greater) residences must have preceded the date of highway location approval;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per affected residence that is protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the noise barrier; and
- funds must be available.

These criteria were established to provide a fair and equitable method of determining where noise barriers should be considered and constructed. There are many more requests for noise mitigation than we have the resources to address.

My telephone number is _	
--------------------------	--

Mr. James R. Chiles June 23, 1992 Page Two

When location approval was received by SHA in 1981 for improvements to US 50, the majority of homes in this community had not yet been constructed. Based on this criterion, Heritage Harbour is not eligible for noise barriers. Since there was such a long delay between location approval and actual reconstruction of US 50, there seems to be an assumption by some residents that noise barriers should be included as part of the highway construction. Unfortunately, this is not the case.

In 1990, at the request of Delegate Perry, extensive noise studies were performed to calculate the overall impact on this community since additional homes had been built by this time. These studies concluded that only three homes in the community were affected above the 67 decibel threshold. Noise levels at Clubhouse Village View were estimated to be below 60 decibels. This does not mean it isn't noisy at your home, only that noise levels are well below the impact threshold.

In addition, noise prediction modelling was performed to determine what the future noise levels will be in the design year 2006. These predicted noise levels are used to determine the cost per residence for noise barriers. It was calculated that three additional residences in Heritage Harbour will be affected by the year 2006 for a total of six in this community. Dividing this number into the cost of a noise barrier amounts to a per residence cost of over \$100,000, far exceeding the reasonable cost per residence of \$40,000 under SHA's policy.

Included in the construction contract for the improvements to US 50, are plans for an extensive landscape planting to enhance the highway corridor and help buffer adjacent communities from the traffic. While this won't significantly reduce noise levels, it will provide much psychological relief to the residents living closest to the highway.

I regret we are unable to provide a more positive response to your concerns, but hope this information clearly presents the reasons for the State's position in this matter. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of SHA's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

Hal Kassoff Administrator

The Honorable Marsha Perry cc: Secretary O. James Lighthizer

Mr. Charles B. Adams



O. James Lighthizer Secretary Hal Kassoff Administrator

March 19, 1992

Mr. Matko Chillum 408 Oriole Avenue Baltimore MD 21224

Dear Mr. Chillum:

Thank you for your recent inquiry received through Mr. Roger Ford regarding noise barriers relative to your home adjacent to I-695.

In a letter dated March 10, 1989, State Highway Administrator Hal Kassoff reported to you the results of noise monitoring and a barrier analysis for your community. The results showed the cost of a noise barrier would exceed the \$40,000 cost per residence limit which is required under the State Highway Administration policy. This situation has not changed; therefore, your community remains ineligible for noise barriers.

At the present time, the retrofit noise barrier program is on hold due to the severe budget situation which currently exists. In addition, any future barrier projects can only advance with a State revenue increase coupled with local government participation in the funding. Only those areas which meet all of the criteria set forth in the policy can be considered under this formula.

I regret we are unable to provide a more positive response to your inquiry, but hope this information explains the current situation concerning noise abatement for your community. If you have further questions, please do not hesitate to contact me.

charles B. Adams, Director

Office of Environmental Design

cc: Mr. Roger Ford

cerely,



O. James Lighthizer Secretary Hal Kassoff Administrator

June 23, 1992

Mr. and Mrs. John Christian 854 Woodmont Road Annapolis MD 21401-6940

Dear Mr. and Mrs. Christian:

Thank you for your recent letter to Secretary of Transportation O. James Lighthizer concerning noise barriers for the Heritage Harbour community located adjacent to US 50 in Anne Arundel County. Secretary Lighthizer asked me to respond to you directly on his behalf.

Secretary Lighthizer and I can certainly understand your concern about the improvements to US 50 which are currently under way. Let me explain the State Highway Administration's (SHA) position in this matter relative to noise barriers.

For a community to be considered for noise abatement, all of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted (67 decibels or greater) residences must have preceded the date of highway location approval;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the noise barrier; and
- funds must be available.

These criteria were established to provide a fair and equitable method of determining where noise barriers should be considered and constructed. There are many more requests for noise mitigation than we have the resources to address.

My telephone number is	

Mr. and Mrs. John Christian June 23, 1992 Page Two

When location approval was received by SHA in 1981 for improvements to US 50, the majority of homes in this community had not yet been constructed. Based on this criterion, Heritage Harbour is not eligible for noise barriers. Since there was such a long delay between location approval and actual reconstruction of US 50, there seems to be an assumption by some residents that noise barriers should be included as part of the highway construction. Unfortunately, this is not the case.

In 1990, at the request of Delegate Perry, extensive noise studies were performed to calculate the overall impact on this community since additional homes had been built by this time. These studies concluded that only three homes in the community were impacted above the 67 decibel threshold. Noise levels at your residence were determined to be 57 decibels. This does not mean it isn't noisy at your home, only that noise levels are well below the impact threshold.

In addition, noise prediction modelling was performed to determine what the future noise levels will be in the design year 2006. It was calculated that noise levels at your residence will not rise discernibly by this time. These predicted noise levels are used to determine the cost per residence for noise barriers. It was calculated that only three additional residences in Heritage Harbour will be impacted by the year 2006 for a total of six in this community. Dividing this number into the cost of a noise barrier amounts to a per residence cost of over \$100,000, far exceeding the reasonable cost per residence of \$40,000 under SHA's policy.

Included in the construction contract for the improvements to US 50, are plans for an extensive landscape planting to enhance the highway corridor and help buffer adjacent communities from the traffic. While this won't significantly reduce noise levels, it will provide much psychological relief to the residents living closest to the highway.

I regret we are unable to provide a more positive response to your concerns, but hope this information clearly presents the reasons for the State's position in this matter. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of SHA's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

Hal Kassoff, Administrator

cc: The Honorable Marsha Perry Secretary O. James Lighthizer

Mr. Charles B. Adams



43

O. James Lighthizer Secretary Hal Kassoff Administrator

June 30, 1992

Mrs. Pearl Cohen 7308 Old Stage Road Rockville MD 20852

Dear Mrs. Cohen:

I am writing to report the findings of our latest follow-up noise measurement studies in your neighborhood adjacent to I-270.

Noise measurements were taken at two locations in the vicinity of your home as shown on Exhibit 1. They were conducted on two separate occasions at different times of the day. The actual measured noise levels are shown on Exhibit 2. As you can see, in both locations the level did not exceed the impact threshold level of 67 decibels (dBA).

It is important to note that during these latest measurements, observations of "local" traffic on the neighborhood streets showed that the average level on your property is raised by about 1 dBA by noise from those vehicles. This contribution to the overall noise level would of course vary depending on the time of day. For example, the contribution from "local traffic" may be slightly greater in the early morning and evening when a majority of neighborhood residences leave home and then return from work.

We also assessed these latest results with data previously collected in the area. The most useful data was collected over a 24-hour period in late 1989 (see Exhibits 3 and 4). Note in the 1989 study, that the highest noise levels occurred during the early morning rush hour period (6-8am). Also, these levels were 1-2 dBA <u>higher</u> than during the daytime, "non-rush" hours.

Mrs. Pearl Cohen June 30, 1992 Page Two

In our latest study, although levels were not measured during the morning rush hour, we can assume that this same trend would occur. This means that the levels shown in Exhibit 2 would likely be 1-2 dBA higher during rush hour. Comparing the data from 1989 and 1992 for the hours tested (2-3pm and 10-11am), shows the 1992 noise levels to be somewhat lower (approx. 5 dBA) than in the 1989 study. This may be due to a combination of factors. First, the volume of traffic and/or numbers of trucks may have been less than in previous studies, although to affect a change in noise level of the magnitude seen here, other factors must be involved. Atmospheric conditions (particularly temperature, humidity, and wind) can in some cases create noticeable differences in noise level. The fact that the 24-hour study in 1989 was conducted in December when the air temperature is much lower is likely the main reason for the level difference. Typically, when the air temperature is lower (and humidity lower as well) noise will travel to a greater extent than when temperatures and humidity are higher (as in the 1992 study). We therefore do not interpret this as a true decrease in noise level, but rather that the level of impact has remained comparable to previous years.

We certainly recognize that the environment is not, in your view, "quiet". However, we must also recognize that a noise barrier was designed and constructed as part of the improvements to I-270 to provide the maximum degree of protection, within the limits of practicality and cost-effectiveness. Since both previous studies and our most recent studies showed that the noise at your home is <u>not</u> above the impact threshold, "enhancements" to the existing barrier system are not warranted.

I regret that we cannot provide a more positive response to your concern, but hope we have provided some further insight into the factors governing our decisions.

Sincerely,

Charles B. Adams

Director

Office of Environmental Design

Attachments

cc: Ken Polcak



O. James Lighthizer
Secretary
Hal Kassoff
Administrator

May 26, 1992

Mrs. Pearl Cohen 7308 Old Stage Road Rockville MD 20852

Dear Mrs. Cohen:

Thank you for your recent letter concerning noise level studies for I-270 near your home. Our records show that our last correspondence was in September, 1991, in which we had indicated that the study was on hold due to lack of funds. A copy of the letter is attached for your information.

We are currently setting up schedules for several follow-up noise measurement studies along I-270, and anticipate completion of work in your neighborhood by the end of June. We will forward the results to you at that time. We will also contact you a day or so prior to the start of the study.

To clarify the situation regarding Wooten Parkway, the City of Rockville was responsible for the construction of the noise barrier to which you refer, not the State Highway Administration. Wooten Parkway is not a State highway.

if you have any questions in the interim, please feel free to contact Mr. Ken Polcak of my staff, at (410)333-8072. Thank you for your patience.

Mary

Charles B. Adams

Director

Office of Environmental Design

Attachment

cc: Mr. Ken D.Polcak

My telephone number is



Maryland Department of Transportation

The Secretary's Office

September 9, 1992

William Donald Schaefer

Governor

O. James Lighthizer

Secretary

Stephen G. Zentz

Deputy Secretary

Mr. Allen Cole 2524 Sandy Run Court Annapolis MD 21401

Dear Mr. Cole:

Thank you for your recent letter about the noise abatement issue in the Heritage Harbour community adjacent to US 50. I certainly understand your feelings about how the quality of life is often affected by financial considerations.

Your home was included in our study under the State Highway Administration's (SHA) noise abatement policy. Unfortunately, you did not mention your neighbor's address, so we are unable to correlate the noise impact at your home to your neighbor's. A representative from SHA's Office of Environmental Design will contact you shortly to investigate your concerns.

We are now evaluating all of the circumstances concerning Heritage Harbour, in cooperation with Delegate Marsha Perry. This evaluation includes noise level measurements, any previous commitments, and potential impacts to the community. I cannot assure you this will change the current status of noise barriers for your community, but we want to be certain our position is completely valid.

Again, thank you for letting me know of your concerns. I hope this information is helpful to I spoke to Mr. Cole fruction 9/28/92. we discover fund 9/28/92. seemed patisfund and he seemed Gene with answers. you. If you have any questions in the meantime, please feel free to contact Mr. Charles Adams, Director of the Office of Environmental Design. Mr. Adams can be reached at (410) 333-8063.

Sincerely,

O. James Lighthizer

Mr. Charles B. Adams cc:

The Honorable Marsha Perry

859-7600

My telephone number is (410)- __



William Donald Schaefer
Governor

O. James Lighthizer
Secretary

Stephen G. Zentz
Deputy Secretary

July 15, 1992

Mrs. Louise M. Cole 2524 Sandy Run Court Annapolis MD 21401

Dear Mrs Cole:

Thank you for your recent letter to Delegate Marsha Perry, a copy of which you sent to me, concerning noise barriers for the Heritage Harbour community located adjacent to US 50 in Anne Arundel County.

I can certainly understand your concern about the improvements to US 50 which are currently under way. Let me explain the State Highway Administration's (SHA) position in this matter relative to noise barriers.

For a community to be considered for noise abatement, <u>all</u> of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted (67 decibels or greater) residences must have preceded the date of highway location approval;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the noise barrier; and
- funds must be available.

These criteria were established to provide a fair and equitable method of determining where noise barriers should be considered and constructed. There are many more requests for noise mitigation than we have the resources to address.

u telephone number is (201)	859-7600
v telephone number is (301)-	

Mrs. Louise M. Cole July 15, 1992 Page Two

When location approval was received by SHA in 1981 for improvements to US 50, the majority of homes in this community had not yet been constructed. Based on this criterion, Heritage Harbour is not eligible for noise barriers. Since there was such a long delay between location approval and actual reconstruction of US 50, there seems to be an assumption by some residents that noise barriers should be included as part of the highway construction. Unfortunately, this is not the case.

In 1990, at the request of Delegate Perry, extensive noise studies were performed to calculate the overall impact on this community since additional homes had been built by this time. These studies concluded that only three homes in the community were impacted above the 67 decibel threshold. Noise levels at your residence were determined to be 65 decibels. This does not mean it isn't noisy at your home, only that noise levels did not meet the impact threshold.

In addition, noise prediction modelling was performed to determine what the future noise levels will be in the design year 2006. These predicted noise levels are used to determine the cost per residence for noise barriers. It was calculated that noise levels at your residence will rise approximately two decibels by this time, thus equalling the noise impact threshold. It is also predicted that only two other residences in addition to your home will be impacted by the year 2006 for a total of six in this community. Dividing this number into the cost of a noise barrier amounts to a per residence cost of over \$100,000, far exceeding the reasonable cost per residence of \$40,000 under SHA's policy.

Included in the construction contract for the improvements to US 50, are plans for an extensive landscape planting to enhance the highway corridor and help buffer adjacent communities from the traffic. While this won't significantly reduce noise levels, it will provide much psychological relief to the residents living closest to the highway.

I regret we are unable to provide a more positive response to your concerns, but hope this information clearly presents the reasons for the State's position in this matter. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of SHA's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

O. James Lighthizes Secretary

Mr. Charles B. Adams cc:

The Honorable Marsha Perry

STATE OF MARYLAND OFFICE OF THE GOVERNOR



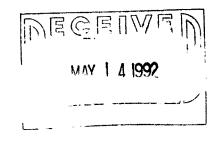
IN REPLY REFER TO

PG-MDOT

April 30, 1992

Mrs. Mary Anne Cole 131 Tenbury Road Lutherville MD 21093

Dear Mrs. Cole:



WILLIAM DONALD SCHAEFER GOVERNOR

ANNAPOLIS OFFICE STATE HOUSE ANNAPOLIS, MARYLAND 21401 (301) 974 3901

BALTIMORE OFFICE ROOM 1513 301 WEST PRESTON STREET BALTIMORE. MARYLAND 2120 (301) 225-4800

WASHINGTON OFFICE SÜITE 315 444 NORTH CAPITOL STREET, N.W. WASHINGTON, D.C. 20001 (202) 638-2215

TDD (301) 333-3098

Thank you for your recent letter concerning noise barriers for your community in Lutherville adjacent to I-695 in Baltimore County.

First, let me just say that funds intended for noise barriers in your area were never diverted to a project in Prince George's County. The fact is the entire retrofit noise barrier program, which includes your community, is currently on hold due to the lack of funds. At this point, it is unclear whether and when the remaining noise retrofit projects might continue. Certainly, this will be influenced by the Department of Transportation's overall funding picture. In addition, it is felt that the counties should contribute to the cost of noise barriers within their jurisdiction. This cost-sharing concept proved successful in Howard County, where the county contributed one-third of the cost of the I-95 noise barrier at the Timberview community.

In regard to the widening of the beltway, a timetable for improvements has not been finalized at this time. Any noise mitigation associated with expansion of the beltway will be considered as part of the improvement project. It is impossible to predict at this time what funds will be available for the many projects which will be needed to complete the widening work. Please be assured, however, that when beltway improvement projects do advance, we will give every consideration to those communities which meet the SHA noise barrier policy criteria. There is no question about that.

I hope this information adequately addresses your concerns. Thank you for bringing them to my attention. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

/S/

Governor

cc: Mr. Charles B. Adams

bcc: Mr. Hal Kassoff

Secretary O. James Lighthizer

Mr. Eugene Miller / 812 Mr. Charles R. Olsen

Total Control In. Con

Mr. Jeff Stone

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Maryland Department of Transportation State Highway Administration



August 18, 1992

Mrs. Carolyn Conlan Mr. Thomas Conlan 1301 Dale Drive Silver Spring MD 20910

Dear Mr. and Mrs. Conlan:

Thank you for your recent letter concerning noise barriers for the Woodside community adjacent to I-495 in Montgomery County.

For a community to be considered for noise abatement, <u>all</u> of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted (67 decibels or greater) residences must have preceded the date of highway location approval;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the noise barrier;
- funds must be available; and
- the County must participate in the cost of the project in the amount of 20 percent of the total construction cost;

These criteria were established to provide a fair and equitable method of determining where noise barriers should be considered and constructed. There are many more requests for noise mitigation than we have the resources to address.

Mr. and Mrs. Conlan August 18, 1992 Page Two

The Woodside community has been identified as meeting the requirements for noise level and date of construction under our policy. Preliminary studies indicate that it should meet the reasonable cost criteria also. Costs cannot be absolutely determined until actual design is undertaken.

The current economic situation has placed the entire retrofit noise program in jeopardy. There are about 20 projects throughout the state that meet the noise abatement criteria and would be eligible for noise barriers pending the availability of funding. In addition, the issue of local cost-sharing has not yet been resolved.

Another important point to be made concerns the location of your residence. Noise barriers are generally effective in mitigating noise only within a couple hundred feet of the barrier. It is doubtful you would perceive any difference in the noise level even if a wall was constructed along the Beltway in this area.

I regret we are unable to provide a more positive response to your inquiry, but hope this provides a satisfactory explanation of the situation. If you have further questions, please do not hesitate to contact Charles B. Adams, Director of the Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely.

Hal Kassoff Administrator

cc: Mr. Charles B. Adams



O. James Lighthizer
Secretary
Hal Kassoff
Administrator

July 2, 1992

Ms. Doris Cook 709 Sydney Terrace Annapolis MD 21401

Dear Ms. Cook:

Thank you for your recent letter to Secretary of Transportation O. James Lighthizer concerning noise barriers for the Heritage Harbour community located adjacent to US 50 in Anne Arundel County. Secretary Lighthizer asked me to respond to you directly, on his behalf.

Secretary Lighthizer and I can certainly understand your concern about the improvements to US 50 which are currently underway. Let me explain the State Highway Administration's (SHA) position in this matter relative to noise barriers.

For a community to be considered for noise abatement, all of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted (67 decibels or greater) residences must have preceded the date of highway location approval;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the noise barrier; and
- funds must be available.

These criteria were established to provide a fair and equitable method of determining where noise barriers should be considered and constructed. There are many more requests for noise mitigation than we have the resources to address.

Ms. Doris Cook July 2, 1992 Page Two

When location approval was received by SHA in 1981 for improvements to US 50, the majority of homes in this community had not yet been constructed. Based on this criterion, Heritage Harbour is not eligible for noise barriers. Since there was such a long delay between location approval and actual reconstruction of US 50, there seems to be an assumption by some residents that noise barriers should be included as part of the highway construction. Unfortunately, this is not the case.

In 1990, at the request of Delegate Marsha Perry, extensive noise studies were performed to calculate the overall impact on this community since additional homes had been built by this time. These studies concluded that only three homes in the community were impacted above the 67 decibel threshold. Noise levels at your residence were determined to be about 60 decibels. This does not mean it is not noisy at your home, only that noise levels are well below the impact threshold.

In addition, noise prediction modelling was performed to determine what the future noise levels will be in the design year 2006. It was calculated that noise levels at your residence will rise approximately two decibels by this time, still well below the impact threshold. These predicted noise levels are used to determine the cost per residence for noise barriers. It was calculated that three additional residences will be impacted by the year 2006 for a total of six in this community. Dividing this number into the cost of a noise barrier amounts to a per residence cost of over \$100,000, far exceeding the reasonable cost per residence of \$40,000 under SHA's policy.

Included in the construction contract for the improvements to US 50, are plans for an extensive landscape planting to enhance the highway corridor and help buffer adjacent communities from the traffic. While this will not significantly reduce noise levels, it will provide much psychological relief to the residents living closest to the highway.

I regret we are unable to provide a more positive response to your concerns, but hope this information clearly presents the reasons for the State's position in this matter. If you have further questions, please do not hesitate to contact Charlie Adams, Director of SHA's Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely,

Hal Kassoff Administrator

cc: Mr. Charles B. Adams

Secretary O. James Lighthizer The Honorable Marsha Perry





William Donald Schaefer Governor

O. James Lighthizer
Secretary

Stephen G. Zentz Deputy Secretary

August 21, 1992

Mr. Robert H. Coven 840 Mission Valley Lane Annapolis MD 21401-6940

Dear Mr. Coven:

Thank you for your recent letter concerning noise barriers for the Heritage Harbour community located adjacent to US 50 in Anne Arundel County.

I certainly understand your concern about the improvements to US 50 which are currently underway. Let me explain the State Highway Administration's (SHA) position in this matter relative to noise barriers.

For a community to be considered for noise abatement, <u>all</u> of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted (67 decibels or greater) residences must have preceded the date of highway location approval;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- seventy-five percent of the affected residents must favor the noise barrier; and
- funds must be available.

These criteria were established to provide a fair and equitable method of determining where noise barriers should be considered and constructed. There are many more requests for noise mitigation than we have the resources to address.

When location approval was received by SHA in 1981 for improvements to US 50, the majority of homes in this community had not yet been constructed. Based on this criterion, Heritage Harbour is not eligible for noise barriers. Since there was such a long

Mr. Robert H. Coven August 21, 1992 Page Two

delay between location approval and actual reconstruction of US 50, there seems to be an assumption by some residents that noise barriers should be included as part of the highway construction. Unfortunately, this is not the case.

In 1990, at the request of Delegate Marsha Perry, extensive noise studies were performed to calculate the overall impact on this community since additional homes had been built by this time. These studies concluded that only three homes in the community were impacted above the 67 decibel threshold. The area of Mission Valley Lane was not measured since the homes were still under construction at the time of the study.

In addition, noise prediction modelling was performed to determine what the future noise levels will be in the design year 2006. These predicted noise levels are used to determine the cost per residence for noise barriers. It was calculated that only three additional residences in Heritage Harbour will be impacted by the year 2006 for a total of six in this community. Dividing this number into the cost of a noise barrier amounts to a per residence cost of over \$100,000, far exceeding the reasonable cost per residence of \$40,000 under SHA's policy.

Included in the construction contract for the improvements to US 50, are plans for an extensive landscape planting to enhance the highway corridor and help buffer adjacent communities from the traffic. While this won't significantly reduce noise levels, it will provide much psychological relief to the residents living closest to the highway.

I regret we are unable to provide a more positive response to your concerns, but hope this information clearly presents the reasons for the State's position in this matter. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of SHA's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

O. James Lighthizer

Secretary

cc: Mr. Charles B. Adams





O. James Lighthizer Secretary Hal Kassoff Administrator

October 22, 1992

Mr. and Mrs. Stan F. Czajkowski 1 Dutton Avenue Catonsville MD 21228

Dear Mr. and Mrs. Czajkowski:

It was a pleasure meeting with you this past Monday to review the traffic noise situation at your residence.

As we discussed, perception is a major component in how traffic noise affects individuals. The noise level at your house is far below that experienced by those living adjacent to the Beltway; however, I would guess your experience of noise is no less aggravating. The problem is how to deal with these differences, and provide appropriate remedies.

Mitigation strategies are simplified when noise levels are high. Noise walls on the Beltway reduce noise significantly. When noise levels are lower, as in your case, solutions are less clear. It would be imprudent to spend money on unsatisfactory remedies; yet, how does one know what might be successful? Options must be carefully considered.

The use of Leyland cypress as a screen along Frederick Road, as you have done, seems a logical beginning. We have found, in many cases, that visual screening of the traffic seems to provide relief. Perhaps, the use of a privacy fence or wall might afford a better sense of enclosure, but this is only speculation.

You requested the names of local landscape architectural firms that provide services to the State and who may be able to assist you in determining a more detailed solution to your situation. I am happy to provide this information to you as follows:

Catherine Mahan and Associates, Baltimore	576-5817
William F. Kirwin, Inc., Towson	337-0075
Peek - Smith, Inc., Cockeysville	296-0501

Thank you for the opportunity to meet with you to discuss this matter. If I may be of further assistance, please contact me at 333-8071.

Sincerely,

Eugene J. Miller, Jr.

Office of Environmental Design



5

O. James Lighthizer Secretary Hal Kassoff Administrator

October 5, 1992

Ms. Maureen A. Darmody 10730 Pine Haven Terrace North Bethesda MD 20852

Dear Ms. Darmody:

Thank you for your recent letter concerning the widening of the I-270 east spur adjacent to your home. We certainly appreciate your concern about the safety of the children in this community.

The feasibility and reasonableness of providing noise barriers as part of the widening was studied extensively during the environmental assessment phase of the project. In projects that involve improvements to an existing highway, <u>all</u> of the following criteria must be satisfied for an area to be considered for noise barriers:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted (67 decibels or greater) residences must have preceded the date of highway location approval;
- a five (5) decibel increase in noise levels, or a significant physical impact to the existing conditions must occur as a result of the highway improvement;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the noise barrier; and
- funds must be available.

My	telephone number	er is	
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Ms. Maureen A. Darmody October 5, 1992 Page Two

The intent of the SHA noise abatement program is to mitigate noise where the highway project has a significant negative effect on adjacent development. The environmental studies determined that noise levels would not increase significantly at Timberlawn as a result of the widening of the I-270 east spur. It requires a doubling of traffic to increase noise levels three decibels, a difference that is barely discernable to the human ear.

In this case, two additional lanes will not cause traffic to double and because the widening will occur in the median, the anticipated noise level increase will be a maximum of 1-2 decibels. In addition, there will be no physical impact to the roadsides due to the construction activities.

We have offered to meet with the officers of the Timberlawn South/Tuckerman Walk Homeowners Association later this month to discuss this matter. You may wish to speak with these representatives to convey your concerns.

In the meantime, if you have any questions, please feel free to call Charlie Adams, Director of our Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely,

Hal Kassoff Administrator

cc: Mr. Charles B. Adams

Elizabeth & Homer, Deputy/for



59

O. James Lighthizer Secretary Hal Kassoff Administrator

June 17, 1992

Ms. Rosmonda DeFelice 1216 Malbay Drive Lutherville MD 21093

Dear Ms. DeFelice:

Thank you for your letter concerning noise barriers in the vicinity of the Orchard Hills community along the Baltimore Beltway.

A timetable for beltway improvements has not yet been finalized. The project has just entered the final design phase, during which, further studies will be conducted to determine which areas meet all the criteria established by the State Highway Administration (SHA) for noise barriers. Your community was identified in the recently completed project planning phase as eligible for further study for noise barriers.

I regret that at this time I do not have more detailed information to give to you concerning this issue; however, if you have any further questions or comments concerning the project please feel free to contact the project manager, Mr. Robert Sanders. Bob's phone number is 333-1106.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

hu.

Robert K. Sanders

Project Manager

Project Planning Division

LHE: RKS: sh

cc: Mr. Charles B. Adams

Mr. Neil J. Pedersen

410-333-1106

My telephone number is _





IN REPLY REFER TO

STATE OF MARYLAND OFFICE OF THE GOVERNOR

> WILLIAM DONALD SCHAEFER GOVERNOR

ANNAPOLIS OFFICE STATE HOUSE ANNAPOLIS, MARYLAND 21401 (301) 974 3901

BALTIMORE OFFICE ROOM 1513 301 WEST PRESTON STREET BALTIMORE, MARYLAND 21201 (301) 225-4800

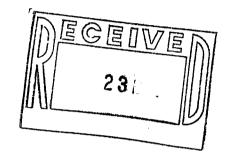
WASHINGTON OFFICE SUITE 315 444 NORTH CAPITOL STREET, N.W. WASHINGTON, D.C. 20001 (202) 638-2215

TDD (301) 333-3098

PG-MDOT

March 19, 1992

Mrs. Rosmonda DeFelice 1216 Malbay Drive Lutherville MD 21093



Dear Mrs. DeFelice:

Thank you for your recent letter concerning noise barriers for the Orchard Hills community adjacent to I-695 in Baltimore County.

The entire retrofit noise barrier program, including the project to which you refer, is currently on hold. At this point, it is unclear whether/when the remaining noise retrofit projects might continue. Certainly, this will be influenced by the Department of Transportation's overall funding picture. If the program is re-enacted, I feel the counties should contribute to the cost of noise barriers within their jurisdiction. This cost-sharing concept proved successful in Howard County, where the county contributed one-third of the cost of the I-95 noise barrier at the Timberview community.

I hope this information adequately addresses your concerns. Thank you for bringing them to my attention. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design at (410)-333-8063.

Youald Wharfer

Sincerely.

Governor

cc:

Mr. Charles B. Adams



O. James Lighthizer
Secretary
Hal Kassoff
Administrator

June 17, 1992

Mr. and Mrs. Ted Dicker, Jr. 32 Dublin Drive Lutherville MD 21093

Dear Mr. and Mrs. Dicker:

Thank you for your letter concerning noise barriers in the vicinity of the Orchard Hills community along the Baltimore Beltway.

A timetable for beltway improvements has not yet been finalized. The project has just entered the final design phase, during which, further studies will be conducted to determine which areas meet all the criteria established by the State Highway Administration (SHA) for noise barriers. Your community was identified in the recently completed project planning phase as eligible for further study for noise barriers.

I regret that at this time I do not have more detailed information to give to you concerning this issue; however, if you have any further questions or comments concerning the project please feel free to contact the project manager, Mr. Robert Sanders. Bob's phone number is 333-1106.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

hv:

Robert K. Sanders Project Manager

Project Planning Division

LHE: RKS: sh

cc: Mr. Charles B. Adams Mr. Neil J. Pedersen

410-333-1106

My telephone number is _____

STATE OF MARYLAND OFFICE OF THE GOVERNOR



IN REPLY REFER TO

WILLIAM DONALD SCHAEFER GOVERNOR

ANNAPOLIS OFFICE STATE HOUSE ANNAPOLIS, MARYLAND 21401 (301) 974 3901

BALTIMORE OFFICE **ROOM 1513** 301 WEST PRESTON STREET BALTIMORE, MARYLAND 21201 (301) 225-4800

WASHINGTON OFFICE SUITE 315 444 NORTH CAPITOL STREET, N.W. WASHINGTON, D.C. 20001 (202) 638-2215

TDD (301) 333-3098

PG-MDOT

March 19, 1992

Mr. and Mrs. Ted Dicker, Jr. 32 Dublin Drive Lutherville MD 21093

Dear Mr. and Mrs. Dicker:

Thank you for your recent letter concerning noise barriers for the Orchard Hills community adjacent to I-695 in Baltimore County.

The entire retrofit noise barrier program, including the project to which you refer, is currently on hold. At this point, it is unclear whether/when the remaining noise retrofit projects might continue. Certainly, this will be influenced by the Department of Transportation's overall funding picture. If the program is re-enacted, I feel the counties should contribute to the cost of noise barriers within their jurisdiction. This cost-sharing concept proved successful in Howard County, where the county contributed one-third of the cost of the I-95 noise barrier at the Timberview community.

I hope this information adequately addresses your concerns. Thank you for bringing them to my attention. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design at (410) 333-8063.

Sincefely,

cc:

Mr. Charles B. Adams



For your information

< A1 3/2/92

Mr. & Mrs. Ted & Debbie Dicker 32 Dublin Drive Lutherville, Maryland 21093

Dear Mr & Mrs. Dicker:

IR-695-6(236)38 Orchard Hills Park

Administrator	
Chief Engineer	
Dir. Office of Admin. RC	
Dir. Office of Plan. & PE	
mir. Office of Real Estate	_
Dir. Office of Finance	
Spec. Asst. Atty. Cen.	
District Engr Dist.	
Federal Aid Section	

This is to acknowledge your recent letter concerning the widening of the Baltimore Beltway (I-695) and the status of noise barrier projects along it.

On November 15, 1991, the Federal Highway Administration approved a Finding of No Significant Impact (FONSI) for the Beltway between Md 140 and Md 702. The selected alternative provides for widening and interchange improvements. Due to the cost and complexity of these improvements, projects will be advertized and constructed over many years. The State Highway Administration (SHA) is in the process of developing a priority list of projects. Upon completion of this effort, individual projects will move into final design.

SHA has performed noise studies along the Beltway. The results are documented in the FONSI, as are the criteria used in evaluating the cost effectiveness of noise barriers. From the information in the FONSI, your area will meet the cost effectiveness criteria for noise barriers, as a result of the widening project. The FONSI contains a statement that a "barrier will be considered further during final design" of the widening project. During final design, we will together with SHA revisit this issue. We do not at this time know when the widening project in your area will be constructed.

Under Federal highway law, the States have the responsibility of identifying projects and deciding when to build them. It is for SHA to determine when it will widen the Beltway, as well as whether to construct noise barriers prior to the widening. With this in mind, SHA is the appropriate place for you to make your concerns known.

We are furnishing a copy of your letter to Mr. Kassoff, State Highway Administrator.

Sincerely yours,

PETER Z. KLESKOVIC

A. P. Barrows
Division Administrator

cc: Hal Kasson Peter Kleskovic File 026 March 13, 1992

5.

Mr. Samuel Dilly Chairman Westview Park Improvement and Civic Association Committee for the Sound Barrier 6004 Moorehead Road Catonsville MD 21228

Dear Mr. Dilly:

Thank you for your recent letters to me and Transportation Secretary Lighthizer, concerning noise barriers for the Westview Park community adjacent to I-695 in Baltimore County. Mr. Lighthizer asked me to respond to you on his behalf. We both appreciate the impact that beltway noise has had on you and your neighbors.

A timetable for future beltway improvements has not been developed at this time. It is impossible to predict at this time what funds will be available for many projects which will be needed to complete the widening work. Please be assured, however, that when beltway improvement projects do advance, we will give every consideration to those communities which meet SHA noise barrier policy criteria.

The retrofit noise barrier program, which includes the Westview Park area, is currently on hold. At this point, it is unclear whether and when the remaining noise retrofit projects might continue. Certainly, this will be influenced by the Department of Transportation's overall funding picture, which is a matter before the General Assembly. It has recently been decided that the remaining retrofit projects can only proceed with a state revenue increase coupled with local participation in the funding. A model cost-sharing concept was used in Howard County, where the county contributed one-third of the cost of the I-95 barrier at the Timberview community.

Thanks for your interest and concern. I regret I cannot offer any firm commitment at this point regarding our noise barrier program. If you have further questions or comments, please do not hesitate to contact Mr. Charles B. Adams, Director of the Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely.

151

Hal Kassoff Administrator cc: Mr. Charles B. Adams

bcc: Mr. O. James Lighthizer Mr. Charles R. Olsen

Dictated by C. Adams, OED - X8063





IN REPLY REFER TO PG-MDOT

WILLIAM DONALD SCHAEFER GOVERNOR

ANNAPOLIS OFFICE STATE HOUSE ANNAPOLIS, MARYLAND 21401 (301) 974 3901

BALTIMORE OFFICE ROOM 1513 301 WEST PRESTON STREET BALTIMORE. MARYLAND 21201 (301) 225-4800

WASHINGTON OFFICE SUITE 315 444 NORTH CAPITOL STREET, N. WASHINGTON, D.C. 20001 (202) 638-2215

TDD (301) 333-3098

March 19, 1992

Mrs. Karen Drost 136 Westbury Road Lutherville MD 21093

Dear Mrs. Drost:

Thank you for your recent letter concerning noise barriers for the Orchard Hills community adjacent to I-695 in Baltimore County.

The entire retrofit noise barrier program, including the project to which you refer, is currently on hold. At this point, it is unclear whether/when the remaining noise retrofit projects might continue. Certainly, this will be influenced by the Department of Transportation's overall funding picture. If the program is re-enacted, I feel the counties should contribute to the cost of noise barriers within their jurisdiction. This cost-sharing concept proved successful in Howard County, where the county contributed one-third of the cost of the I-95 noise barrier at the Timberview community.

I hope this information adequately addresses your concerns. Thank you for bringing them to my attention. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design at . (410) 333-8063.

Sincerely,

Governor

cc:

Mr. Charles B. Adams

6

O. James Lighthizer Secretary Hal Kassoff Administrator

June 15, 1992

Mr. and Mrs. Edward Drost, Jr. 136 Westbury Road Luther Timonium, MD 21093-5542

Dear Ms. and Mr. Drost:

Thank you for your letter concerning noise barriers in the vicinity of the Orchard Hills community along the Baltimore Beltway.

A timetable for beltway improvements has not yet been finalized. The project has just entered the final design phase, during which, further studies will be conducted to determine which areas meet all the criteria established by the State Highway Administration (SHA) for noise barriers. Your community was identified in the recently completed project planning phase as eligible for further study for noise barriers.

I regret that at this time I do not have more detailed information to give to you concerning this issue; however, if you have any further questions or comments concerning the project please feel free to contact the project manager, Mr. Robert Sanders. Bob's phone number is 333-1106.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by:

Robert K. Sanders Project Manager

Project Planning Division

LHE: RKS: sh

cc: Mr. Charles B. Adams

Mr. Neil J. Pedersen

410-333-1106

My telephone number is .





William Donald Schaefer Governor

O. James Lighthizer
Secretary

Stephen G. Zentz Deputy Secretary

April 3, 1992

Mr. Emge 8718 Eddington Road Baltimore MD 21234

Dear Mr. Emge:

Thank you for your recent letter to Governor William Donald Schaefer concerning noise barriers for the Oakleigh community adjacent to I-695 in Baltimore County. Governor Schaefer asked me to reply to you on his behalf. I would like to assure you that we certainly appreciate your concerns that a beltway widening project will affect your community in terms of possible increased noise and that you do not want any work done without a barrier.

A timetable for improvements to I-695 has not yet been developed at this time. While it will likely be several years at least before widening I-695 can be initiated, when such a project is undertaken we recognize that noise barriers will have to be considered as part of the widening project.

I hope this information gives you a clearer picture of the situation. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

O. James Lighthizer

Secretary

cc: Mr. Charles B. Adams

The Honorable William Donald Schaefer

859-7600

STATE OF MARYLAND OFFICE OF THE GOVERNOR



IN REPLY REFER TO PG-MDOT

March 2, 1992

Ms. Caroleen M. Ensor 1321A Malbay Drive Lutherville MD 21093

Dear Ms. Ensor:

WILLIAM DONALD SCHAEFER
GOVERNOR

ANNAPOLIS OFFICE STATE HOUSE ANNAPOLIS, MARYLAND 21401 (301) 974 3901

BALTIMORE OFFICE ROOM 1513 301 WEST PRESTON STREET BALTIMORE, MARYLAND 21201 (301) 225-4800

WASHINGTON OFFICE SUITE 315 444 NORTH CAPITOL STREET N W WASHINGTON D C 20001 (202) 638-2215

TDD (301) 333-3098

Thank you for your recent letter concerning noise barriers for the Orchard Hills community adjacent to I-695 in Baltimore County.

A timetable for improvements to the beltway has not been developed at this time. Any noise mitigation associated with expansion of the beltway will be considered as part of the improvement project. Communities will only be eligible for noise barriers if they meet all the criteria established by the State Highway Administration (SHA).

The entire retro-fit noise barrier program, including the project to which you refer (Project No. 20), is currently on hold. At this point, it is unclear whether/when the remaining noise retro-fit projects might continue. Certainly, this will be influenced by the Department of Transportation's overall funding picture, which is a matter before the General Assembly. If the noise barrier program proceeds, a local share will be required in order for projects to advance. This cost-sharing concept proved successful in Howard County, where the county contributed one-third of the cost of the I-95 noise barrier at the Timberview community.

I hope this information adequately addresses your concerns. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of SHA's Office of Environmental Design, at (410) 333-8063.

Sincerely,

Governor

cc: Mr. Charles B. Adams



Maryland Department of Transportation

The Secretary's Office

10

William Donald Schaefer Governor
O. James Lighthizer

Secretary

Stephen G. Zentz

Deputy Secretary

July 21, 1992

Dr. and Mrs. Robert Ensor 922 Schooner Circle Annapolis MD 21401-6940

Dear Dr. and Mrs. Ensor:

Thank you for your recent letter concerning noise barriers for the Heritage Harbour community located adjacent to US 50 in Anne Arundel County.

I certainly understand your concern about the improvements to US 50 which are currently underway. Let me explain the State Highway Administration's (SHA) position in this matter relative to noise barriers.

For a community to be considered for noise abatement, <u>all</u> of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted (67 decibels or greater) residences must have preceded the date of highway location approval;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the noise barrier; and
- funds must be available.

These criteria were established to provide a fair and equitable method of determining where noise barriers should be considered and constructed. There are many more requests for noise mitigation than we have the resources to address.

When location approval was received by SHA in 1981 for improvements to US 50, the majority of homes in this community had not yet been constructed. Based on this criterion, Heritage Harbour is not eligible for noise barriers. Since there was such a long

My telephone number is (301)	859-7600
TTY For the Deaf:	(301) 684-6919

Dr. and Mrs. Robert Ensor July 21, 1992 Page Two

delay between location approval and actual reconstruction of US 50, there seems to be an assumption by some residents that noise barriers should be included as part of the highway construction. Unfortunately, this is not the case.

In 1990, at the request of Delegate Marsha Perry, extensive noise studies were performed to calculate the overall impact on this community since additional homes had been built by this time. These studies concluded that only three homes in the community were impacted above the 67 decibel threshold. Noise levels at your residence were determined to be below 60 decibels. This does not mean it isn't noisy at your home, only that noise levels are well below the impact threshold.

In addition, noise prediction modelling was performed to determine what the future noise levels will be in the design year 2006. It was calculated that noise levels at your residence will not change appreciably by this time. These predicted noise levels are used to determine the cost per residence for noise barriers. It was calculated that only three additional residences in Heritage Harbour will be impacted by the year 2006 for a total of six in this community. Dividing this number into the cost of a noise barrier amounts to a per residence cost of over \$100,000, far exceeding the reasonable cost per residence of \$40,000 under SHA's policy.

Included in the construction contract for the improvements to US 50, are plans for an extensive landscape planting to enhance the highway corridor and help buffer adjacent communities from the traffic. While this won't significantly reduce noise levels, it will provide much psychological relief to the residents living closest to the highway.

I regret we are unable to provide a more positive response to your concerns, but hope this information clearly presents the reasons for the State's position in this matter. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of SHA's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

6. James Lighthizer

Secretary

cc:

Mr. Charles B. Adams



70

O. James Lighthizer Secretary Hal Kassoff Administrator

NO155

July 6, 1992

Mr. Mike Etzel 5816 East Avenue Baltimore MD 21206

Dear Mr. Etzel:

We have completed our evaluation of existing noise impacts in your neighborhood adjacent to I-95. The attached information summarizes the results from the most recent studies, along with data collected over the course of the last five years.

Exhibit 1 shows the location of the two test sites from the most recent study. The noise level was measured simultaneously at both locations, and at two different times of the day: morning rush hour and early afternoon.

Exhibit 2 shows the average or "equivalent" sound level measured in consecutive intervals of five minutes each during the morning rush hour. As is noted on Exhibit 2, the data from the first eight intervals was deemed invalid because the traffic on southbound I-95 was slowed considerably, resulting in lower noise levels. This is not uncommon on heavily travelled highways during rush hour periods. Also, during that same period, a tow truck summoned to an East Avenue address created additional noise near the 5820/22 location, which actually overshadowed the noise from I-95. The later measurement intervals yielded good results, showing slightly higher noise levels toward the south end of East Ave. This can be explained in large part by the convergence of the southbound lanes of I-95 with the recently improved ramp from I-695. The noise impact threshold level of 67 decibels (dBA) was equalled or exceeded at both locations during some of the test intervals.

Exhibit 3 shows a similar graph of noise level data collected during the early afternoon (non-rush hour). Overall, the levels were slightly lower than during the morning rush hour. As noted, data from one of the two noise meters was lost due to a battery failure. It was, therefore, decided to conduct one more set of noise measurements. Those results are shown on Exhibit 4.

The last two exhibits summarize all the data collected to date in the East Avenue area. Compared to previous years, the trend in Exhibit 5 shows a slight increase in noise since 1987, which in terms of perception, is barely discernable to the average person. This level of increase is not unexpected, given the normal growth in traffic over time and the variations in traffic which occur daily and hourly.

My	telepi	none	number	IS	
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Mr. Mike Etzel July 6, 1992 Page Three

Exhibit 6 shows hourly noise levels measured over a 24-hour period in April, 1987, and was included to illustrate that, indeed, the morning rush hour period generally produces the highest levels. This trend was confirmed in the most recent study.

The final issue concerns noise impacts and the recent I-695 ramp improvements. The nature and extent of this work results in a negligible increase of one decibel, according to studies conducted as part of the Environmental Assessment for this project. This is indicated by the small increase in noise found over the five year period summarized in Exhibit 5. The controlling factor in the noise increase is, by far, growth in traffic on I-95. Traffic on the ramp contributes only slightly to the overall noise level. Thus construction of a noise barrier was not warranted, given the ramp improvements did not result in substantial additional noise impact.

A second component of SHA's noise abatement program is the retrofit element. Here noise barriers are considered for existing highways where no improvement to the highway takes place. For a community to be considered for noise barriers under this portion of SHA's policy, a majority of the impacted residences must have preceded the original highway construction. These criteria were established to provide a fair and equitable method of determining where noise barriers should be considered and constructed. There are many more requests for retrofit noise mitigation than we have the resources to address.

An investigation of real estate dates indicates the homes along East Avenue were constructed after the completion of I-95. Based on this criterion, this area is not eligible for noise barriers under the retrofit element of our noise abatement program.

I regret we are unable to provide a more positive response to your concerns, but hope this information clearly explains the situation in this area regarding noise abatement. If you have any questions, please feel free to contact Mr. Kenneth D. Polcak, of my staff, at 333-8072.

Sinberely,

Director

Office of Environmental Design

Attachments

cc: Mr. Kenneth D. Polcak

STATE OF MARYLAND OFFICE OF THE GOVERNOR



IN REPLY REFER TO **PG-MDOT**

WILLIAM DONALD SCHAEFER GOVERNOR

ANNAPOLIS OFFICE STATE HOUSE ANNAPOLIS, MARYLAND 21401 (301) 974 3901

BALTIMORE OFFICE **ROOM 1513** 301 WEST PRESTON STREET BALTIMORE, MARYLAND 21201 (301) 225-4800

WASHINGTON OFFICE SUITE 315 444 NORTH CAPITOL STREET, N.W. WASHINGTON, D.C. 20001 (202) 638-2215

TDD (301) 333-3098

March 19, 1992

Mr. Frank A. Everitt 117 Dublin Drive Lutherville MD 21093

Dear Mr. Everitt:

Thank you for your recent letter concerning noise barriers for the Orchard Hills community adjacent to I-695 in Baltimore County.

The entire retrofit noise barrier program, including the project to which you refer, is currently on hold. At this point, it is unclear whether/when the remaining noise retrofit projects might continue. Certainly, this will be influenced by the Department of Transportation's overall funding picture. If the program is re-enacted, I feel the counties should contribute to the cost of noise barriers within their jurisdiction. This cost-sharing concept proved successful in Howard County, where the county contributed one-third of the cost of the I-95 noise barrier at the Timberview community.

I hope this information adequately addresses your concerns. Thank you for bringing them to my attention. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design at (410) 333-8063.

Sincerely. clean 'Jouand Marker

cc:

Mr. Charles B. Adams



15

O. James Lighthizer Secretary Hal Kassoff Administrator

Office of District Engineer State Highway Administration 9300 Kenilworth Avenue Greenbelt, Maryland 20770

May 27, 1992



Ms. Dixie Farley 9112 Edgewood Drive Gaithersburg MD 20877

Dear Ms. Farley:

Thank you for your letter regarding the construction of a noise barrier along I-370 in the vicinity of your home on Edgewood Drive.

The State Highway Administration (SHA) has adopted the following criteria for noise abatement projects:

- Noise levels must exceed the impact threshold level of 67 decibels (dbA);
- The dwellings must have been in existence prior to the highway;
- . A feasible method is available to reduce the noise;
- Seventy-Five percent (75%) of the affected residents must favor the project; and
- Funds must be available.

I must be candid, and tell you that my assessment of a noise abatement project at your location is "extremely" remote. Funding for noise abatement projects has been reduced in recent years and the future of our noise program is in doubt. We are making no new commitments for noise barriers, since the existing list of approved locations far exceeds available or anticipated revenues.

My telephone number is _____

Ms. Dixie Farley May 27, 1992 Page 2

I regret not being able to provide you with more positive information, and if you still feel a meeting to review your conditions is appropriate, I will be happy to do so. Please call me at your convenience.

Sincerely,

Creston J. Mills, Jr. District Engineer

CJM:lc

cc: Mr. Charles B. Adams



7

O. James Lighthizer Secretary Hal Kassoff Administrator

December 11, 1992

The Honorable Charles C. Feaga Howard County Council George Howard Building 3430 Court House Drive Ellicott City MD 21043-4392

Dear Councilman Feaga:

Thank you for your recent letter to Neil Pedersen concerning the noise and safety situation at the Hickory Ridge community at the interchange of MD 32 and US 29 in Howard County.

We will investigate this area to determine the present noise impacts and to evaluate your suggestion about a wooden privacy fence. This study will take several months to complete, and we will let you know of our findings. You should expect to hear from us by mid-March.

If you have any questions in the meantime, please feel free to contact me or Charlie Adams, Director of our Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely,

Hai Kassoff Administrator

cc:

Mr. Charles B. Adams

Mr. Neil J. Pedersen

Mr. Douglas R. Rose





O. James Lighthizer Secretary Hal Kassoff Administrator

December 9, 1992

Mrs. Lorraine Fagan 8709 Seven Locks Road Bethesda MD 20817

Dear Mrs. Fegan:

I am writing in response to your recent letter to Delegate Jean Roesser about the noise situation at your home adjacent to I-495 in Bethesda.

Criteria have been established to provide a fair and equitable method of determining where noise barriers will be considered and constructed. For a community to be considered for noise abatement under SHA's policy, <u>all</u> of the following criteria must be met:

- o noise levels must exceed the impact threshold level of 67 decibels (DBA);
- o a majority of the impacted residences must have preceded location approval for the highway improvement;
- o a five (5) decibel increase in noise levels, or a significant physical impact to the existing conditions must occur as a result of the highway improvement;
- o construction of an effective noise barrier must be feasible;
- o cost must be reasonable; cost per impacted residence protected may not exceed \$40,000;
- o seventy-five percent (75%) of the affected residents must favor the noise barrier; and
- o funds must be available.

Your community was considered when the environmental studies for the widening of the Beltway were performed. It was determined that a noise wall in this area would cost almost four million dollars, which equates to a per residence cost of over \$87,000. This clearly exceeds the reasonable cost criterion of \$40,000 per residence.

My telephone number is	
------------------------	--

Mrs. Lorraine Fegan December 9, 1992 Page Two

We also performed additional analyses in conjunction with the Citizens Against Beltway Noise (CABN) during several years of involvement with this group. CABN was a coalition of representatives of neighborhoods along the beltway from Bradley Boulevard to the Cabin John bridge. These analyses reaffirmed that the cost of a noise barrier greatly exceeded our criteria.

I regret we cannot offer you a more positive response, but hope you understand our position in this matter. If you have further questions, please do not hesitate to call me at (410) 333-8063.

Sincerely,

Charles B. Adams

Director

Office of Environmental Design

cc: The Honorable Jean W. Roesser

Mr. Creston J. Mills, Jr.





O. James Lighthizer Secretary Hal Kassoff Administrator

March 3, 1992

Mr. Michael A. Fisher Mrs. Carmel A. Fisher 904 Jamieson Road Lutherville MD 21093

Dear Mr. and Ms. Fisher:

Thank you for your recent letter concerning noise barriers for the Longford South community adjacent to I-695 in Baltimore County.

A timetable for improvements to the beltway has not been developed at this time. It is impossible to predict at this time what funds will be available for many projects which will be needed to complete the widening work. Please be assured, however, that when beltway improvement projects do advance, we will give every consideration to those communities which meet SHA noise barrier policy criteria. There is no question about that.

The retrofit noise barrier program, to which you refer is currently on hold. At this point, it is unclear whether and when the remaining noise retrofit projects might continue. Certainly, this will be influenced by the Department of Transportation's overall funding picture, which is a matter before the General Assembly. It has recently been decided that the remaining retrofit projects can only proceed with a revenue increase coupled with county participation in the funding. A model cost-sharing concept was used in Howard County, where the county contributed one-third of the cost of the I-95 noise barrier at the Timberview community.

Thanks for your interest and concern. I regret I cannot offer any firm commitment at this point regarding our noise barrier program.

Sincerely

Hal Kassoff Administrator

cc: Mr. Charles B. Adams

My telephone number is ______



Maryland Department of Transportation

The Secretary's Office



William Donald Schaefer Governor

O. James Lighthizer Secretary

Stephen G. Zentz
Deputy Secretary

MOISE

February 18, 1992

Please Distribute

cc's / bcc's

Thank you.

Mr. Michael A. Fisher Ms. Carmel A. Fisher 904 Jamieson Road Lutherville MD 21093

Dear Mr. and Ms. Fisher:

Thank you for your recent letter concerning noise barriers for the Longford South community adjacent to I-695 and I-83 in Baltimore County.

A timetable for improvements to I-695 has not been developed at this time. The funding allocated under recent Federal legislation allows for noise barrier construction, but such projects must compete with the critical needs on the beltway including safety, and the physical condition of bridges and pavements.

The retrofit noise barrier program, which includes your community, is currently on hold. At this point there are no state funds available to proceed with these projects. It is unclear whether and when the remaining noise projects might proceed. Certainly, this will be influenced by the Department's overall funding picture, which is a matter before the General Assembly.

Thanks for your interest and concern. I regret I cannot offer any firm commitments at this point regarding our noise barrier program.

Sincerely.

O James Lightbizer

Secretary

bcc:

Mr. Charles B. Adams

Mr. Hal Kassoff

Mr. Charles R. Olsen

Dictated by C. Adams, OED - X8063

My telephone number is (301)- 859-7600

March 6, 1992

Mr. John L. Flater 802 Saunders Court Lutherville MD 21093

Dear Mr. Flater:

Thank you for your recent letters to me and Secretary of Transportation O. James Lighthizer concerning noise barriers for the Longford community adjacent to I-695 in Baltimore County. Mr. Lighthizer has asked me to respond to you on his behalf in this matter.

The retrofit noise barrier program, including the project to which you refer, is currently on hold. At this point, it is unclear whether and when the remaining noise retrofit projects might continue. Certainly, this will be influenced by the Department of Transportation's overall funding picture, which is a matter before the General Assembly. In addition, it has been decided the counties should contribute to the cost of noise barriers within their jurisdiction. This cost-sharing concept proved successful in Howard County, where the county contributed one-third of the cost of the I-95 noise barrier at the Timberview community.

I regret we are unable to provide a more positive response to your inquiry, but hope this information adequately explains the situation at the Longford community. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of our Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

15/

Hal Kassoff Administrator

cc: Mr. Charles B. Adams

Mr. O. James Lighthizer



83

O. James Lighthizer Secretary Hal Kassoff Administrator

December 21, 1992

Ms. Juanita Fornoff 241 Meadowvale Road Lutherville MD 21093

Dear Ms. Fornoff:

Thank you for your recent letter concerning the schedule for the construction of noise barriers on the Baltimore Beltway. We truly appreciate your patience as we begin the noise abatement projects.

You will be happy to know that Project No. 18, the noise abatement project for the area between Dulaney Valley Road and York Road, is currently under design. We anticipate that construction will begin in about a year.

Only one project on the Beltway will be built before Project No. 18. It is Project No. 13, which is located between Wilkens Avenue and Southwestern Boulevard on the west side of the county in Arbutus. The project design is virtually complete, and construction was delayed several years ago because of potential conflicts with the Beltway widening projects in this area. We anticipate a mid-1993 construction start for Project No. 13.

Again, thank you for writing in support of Project No. 18. If you have further questions, please do not hesitate to contact Charlie Adams, Director of our Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely,

Hal Kassoff Administrator

cc: Mr. Charles B. Adams



Maryland Department of Transportation

The Secretary's Office

84

William Donald Schaefer Governor

O. James Lighthizer Secretary

Stephen G. Zentz Deputy Secretary

April 3, 1992

Mr. & Mrs. Urban P. Francis, Jr. 8643 Quentin Avenue P. O. Box 28366 Baltimore MD 21234

Dear Mr. & Mrs. Francis:

Thank you for your recent letter to Governor William Donald Schaefer concerning noise barriers for the Oakleigh community adjacent to I-695 in Baltimore County. Governor Schaefer asked me to reply to you on his behalf. I would like to assure you that we certainly appreciate your concerns that a beltway widening project will affect your community in terms of possible increased noise and that you do not want any work done without a barrier.

A timetable for improvements to I-695 has not yet been developed at this time. While it will likely be several years at least before widening I-695 can be initiated, when such a project is undertaken we recognize that noise barriers will have to be considered as part of the widening project.

I hope this information gives you a clearer picture of the situation. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

O. James Lighthizer

Secretary

cc: Mr. Charles B. Adams

The Honorable William Donald Schaefer





O. James Lighthizer Secretary Hal Kassoff Administrator

June 17, 1992

Mr. Maurice Fried 11202 Curry Drive Palm Beach Gardens FL 33418

Dear Mr. Fried:

Thank you for your letter concerning noise barriers in the vicinity of the Annen Woods community along the Baltimore Beltway.

A timetable for beltway improvements has not yet been finalized. The project has just entered the final design phase, during which, further studies will be conducted to determine which areas meet all the criteria established by the State Highway Administration (SHA) for noise barriers. Your community was identified in the recently completed project planning phase as eligible for further study for noise barriers.

I regret that at this time I do not have more detailed information to give to you concerning this issue; however, if you have any further questions or comments concerning the project please feel free to contact the project manager, Mr. Robert Sanders. Bob's phone number is 333-1106.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by:

Robert K. Sanders

Project Manager

Project Planning Division

LHE: RKS: sh

cc: Mr. Charles B. Adams

Mr. Neil J. Pedersen

410-333-1106

My telephone number is

Dr. & Mrs. Brian Furio 4 Felton Road Lutherville, Maryland 21093

Dear Dr. & Mrs. Furio:

This is to acknowledge your recent letter concerning the widening of the Baltimore Beltway (I-695) and the status of noise barrier projects along it.

On November 15, 1991, the Federal Highway Administration approved a Finding of No Significant Impact (FONSI) for the Beltway between MD 140 and MD 702. The selected alternative provides for widening and interchange improvements. Due to the cost and complexity of these improvements, projects will be advertized and constructed over many years. The State Highway Administration (SHA) is in the process of developing a priority list of projects. Upon completion of this effort, individual projects will move into final design.

SHA has performed noise studies along the Beltway. The results are documented in the FONSI, as are the criteria used in evaluating the cost effectiveness of noise barriers. From the information in the FONSI, your area has been proposed for a barrier under SHA's Type II Noise Barrier Program. We do not at this time know when the widening project in your area will be constructed, but we will revisit the noise barrier issue with SHA at that time.

Under Federal law, the States have the responsibility of identifying projects and deciding when to build them. It is for SHA to determine when it will widen the Beltway, as well as whether to construct noise barriers prior to the widening. With this in mind, SHA is the appropriate place for you to make your concerns known.

We are furnishing a copy of your letter to Mr. Kassoff, State Highway Administrator.

Sincerely yours,

PETER Z. KLESKOMC

A. P. Barrows
Division Administrator

cc: Andy Mergenmeier
Peter Kleskovic
David Lawton
File 026
Hal Kassoff, SHA
C:\WP51\DOCWP\1695NOIS.LTR



87

O. James Lighthizer Secretary Hal Kassoff Administrator

July 8, 1992

Dr. and Mrs. Brian Furio 4 Felton Road Lutherville MD 21093

Dear Dr. and Mrs. Furio:

Thank you for your recent letter concerning noise barriers for the Dulaney Village community in Lutherville adjacent to I-695 in Baltimore County. I can certainly understand your concern about noise and potential widening of the beltway in this area.

Let me say first that the need for beltway widening has been studied extensively and found to be critical to transportation needs of this area and the safety of our motorists. At this time, however, a timetable for improvements has not been finalized. Any noise mitigation associated with expansion of the beltway will be considered as part of the improvement project. Communities will be eligible for noise barriers if they meet the criteria established by the State Highway Administration (SHA). It is impossible to predict at this time what funds will be available for the many projects which will be needed to complete the widening work. Please be assured, however, that when beltway improvement projects do advance, we will give every consideration to those communities which meet SHA noise barrier policy criteria. There is no question about that.

The retrofit noise barrier program, to which you refer and which includes your community, is currently on hold due to the unavailability of funds. At this point, it is unclear whether and when the remaining noise retrofit projects might continue. Certainly, this will be influenced by the Department of Transportation's overall funding picture. In addition, it is felt that the counties should contribute to the cost of noise barriers within their jurisdiction. This cost-sharing concept proved to be successful in Howard County, where the county contributed one-third of the cost of the I-95 noise barrier at the Timberview community.

84

Dr. and Mrs. Brian Furio July 8, 1992 Page Two

I hope this information adequately addresses your concerns. Thank you for bringing them to my attention. If you have further questions, please do not hesitate to contact Charlie Adams, Director of SHA's Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely,

Hal Kassoff Administrator

cc: Mr. Charles B. Adams

The Honorable Barbara A. Mikulski

Mr. Charles R. Olsen



IN REPLY REFER TO PG-MDOT

WILLIAM DONALD SCHAEFER

ANNAPOLIS OFFICE STATE HOUSE ANNAPOLIS, MARYLAND 21401 (301) 974-3901

BALTIMORE OFFICE RCOM 1513 301 WEST PRESTON STREET BALTIMORE MARYLAND 21201 (301) 225-4800

WASHINGTON OFFICE SUITE 315 444 NORTH CAPITOL STREET, N WASHINGTON D C 2000 (202: 638-2215

TDD (301) 333-3098

December 1, 1992

Mr. Gregory G. Gagarin 9220 LeVelle Drive Chevy Chase MD 20815-5604

Dear Mr. Gagarin:

Thank you for your recent letter concerning the noise situation at your residence adjacent to I-495 in Montgomery County. We clearly understand your concerns about the present condition at your community.

When the Capital Beltway was built almost three decades ago, no one could have predicted the development which followed. The roadway did meet the then current Federal standards, and the Federal Highway Administration did approve and fund the project. It is true, however, that as traffic increased there was a need for highway improvements.

Prior to this widening, environmental studies were performed to determine the potential impacts to the communities located adjacent to the Beltway. It was found that some of the homes in the Park View community were impacted above the 67 decibel criterion, which is the threshold required for an area to be considered for noise barriers. However, when the number of these impacted homes was divided into the cost of noise abatement for this area, the cost per residence clearly exceeded the \$40,000 limit established under the noise abatement policy. This is the reason noise barriers were not constructed at your community as part of the Beltway widening project.

I do understand that noise measurements recently taken by an acoustic engineer retained by the community association differ from those taken by the State Highway Administration (SHA). A meeting between these parties will be arranged to resolve this discrepancy.

Finally, let me explain the situation about the noise barriers being erected in the Bethesda area east of River Road. Studies in this area indicated that these homes exceed the 67 decibel noise level threshold, but it was also determined that the cost per residence exceeded the \$40,000 per residence criterion. However, through an agreement with Montgomery County, the residences are contributing the difference in cost through special tax assessments on their properties.

Mr. Gregory G. Gagarin December 1, 1992 Page Two

Again, thank you for bringing your concerns to my attention. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of SHA's Office of Environmental Design, at (410) 333-8071.

Sincerely,

/S/

Governor

cc: Mr. Charles B. Adams

bcc: Mr. Hal Kassoff V

Secretary O. James Lighthizer

Mr. Gene Miller

Mr. Creston J. Mills, Jr.

Mr. Jeff Stone

February 20, 1992

Mr. and Mrs. James P. Gillespie 855 Kellogg Road Lutherville MD 21093

Dear Mr. and Mrs. Gillespie:

Thank you for your recent letters to Secretary of Transportation Lighthizer and myself concerning noise barriers for the Longford community adjacent to I-695 and I-83 in Baltimore County. The Secretary asked me to reply on his behalf.

A timetable for improvements to the beltway has not been developed at this time. Any noise mitigation associated with expansion of the beltway will be considered as part of the improvement project. Communities will only be eligible for noise barriers if they meet all of the criteria established by the State Highway Administration. A conclusive determination of eligibility cannot be made until final design of beltway improvements is undertaken.

The retrofit noise barrier program is not part of the widening project and is currently on hold. At this point, it is unclear whether and when the remaining noise retrofit projects might continue. Certainly, this will be influenced by the Department of Transportation's overall funding picture, which is a matter before the General Assembly. The nine remaining retrofit projects can only proceed with a state revenue increase coupled with local participation in the funding. This cost-sharing concept proved successful in Howard County, where the county contributed one-third of the cost of the I-95 barrier at the Timberview community.

I hope this information adequately addresses your concerns. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design. Mr. Adams may be reached at 333-8063.

Sincerely,

ORIGINAL SIGNED BY HAL KASSOFF ADMINISTRATOR Hal Kassoff Administrator

cc: Mr. Charles B. Adams

Secretary O. James Lighthizer

bcc: Mr. Charles R. Olsen

Prepared by: Mr. Charles B. Adams, Office of Environmental Design



Maryland Department of Transportation

The Secretary's Office

92

William Donald Schaefer Governor

O. James Lighthizer Secretary

Stephen G. Zentz Deputy Secretary

April 3, 1992

Ms. Patricia A. Godwin 8717 Eddington Road Baltimore MD 21234

Dear Ms. Godwin:

Thank you for your recent letter to Governor William Donald Schaefer concerning noise barriers for the Oakleigh community adjacent to I-695 in Baltimore County. Governor Schaefer asked me to reply to you on his behalf. I would like to assure you that we certainly appreciate your concerns that a beltway widening project will affect your community in terms of possible increased noise and that you do not want any work done without a barrier.

A timetable for improvements to I-695 has not yet been developed at this time. While it will likely be several years at least before widening I-695 can be initiated, when such a project is undertaken we recognize that noise barriers will have to be considered as part of the widening project.

I hope this information gives you a clearer picture of the situation. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

O. James Lighthizer

Secretary

cc: Mr. Charles B. Adams

The Honorable William Donald Schaefer



O. James Lighthizer
Secretary
Hal Kassoff
Administrator

March 2, 1992

Mr. Carl F. Goebel 8406 Saunders Road Lutherville MD 21093

Dear Mr. Goebel:

Thank you for your recent letter concerning noise barriers for the Longford community adjacent to I-695 and I-83 in Baltimore County.

At this time, plans for future I-695 improvements have not been developed. Although the recent Federal funding permits the construction of noise barriers, these projects must still compete with safety and improvement projects for the beltway.

The retrofit noise barrier program under which most of the noise barriers on the beltway have been built is currently on hold. It is unclear whether and when the remaining noise retrofit projects might continue. Certainly, this will be influenced by the Department of Transportation's overall funding picture, which is a matter before the General Assembly. In addition, it is felt the counties should contribute to the cost of noise barriers within their jurisdiction. A model cost-sharing concept was used in Howard County, where the county contributed one-third of the cost of the I-95 noise barrier at the Timberview community.

I hope this information adequately addresses your concerns. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of State Highway Administration's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely.

Hal Kassoff Administrator

cc: Mr. Charles B. Adams



94

NOISE

William Donald Schaefer

O. James Lighthizer Secretary

Stephen G. Zentz Deputy Secretary

February 26, 1992

Please Distribute

cc's / bcc's

Mr. Carl F. Goebel 8406 Saunders Road Lutherville MD 21093

Thank you.

Dear Mr. Goebel:

Thank you for your recent letter concerning noise barriers for the Longford community adjacent to I-695 and I-83 in Baltimore County.

A timetable for improvements to the beltway has not been developed at this time. Any noise mitigation associated with expansion of the beltway will be considered as part of the improvement project. Communities will only be eligible for noise barriers if they meet all of the criteria established by the State Highway Administration. A conclusive determination of eligibility cannot be made until final design of beltway improvements is undertaken.

I hope this information adequately addresses your concerns. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design. Mr. Adams may be reached at 333-8063.

Sincerely,

~O. James Lighthizer

Secretary

cc:

Mr. Charles B. Adams

Mr. Tom Osborne

Mr. Steve Zentz



Maryland Department of Transportation

The Secretary's Office

95

William Donald Schaefer Governor

O. James Lighthizer Secretary

Stephen G. Zentz Deputy Secretary

July 21, 1992

Ms. Julia M. Hagen 849 Boatswain Way Annapolis MD 21401-6940

Dear Ms. Hagen:

Thank you for your recent letter concerning noise barriers for the Heritage Harbour community located adjacent to US 50 in Anne Arundel County.

I certainly understand your concern about the improvements to US 50 which are currently under way. Let me explain the State Highway Administration's (SHA) position in this matter relative to noise barriers.

For a community to be considered for noise abatement, <u>all</u> of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted (67 decibels or greater) residences must have preceded the date of highway location approval;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the noise barrier; and
- funds must be available.

These criteria were established to provide a fair and equitable method of determining where noise barriers should be considered and constructed. There are many more requests for noise mitigation than we have the resources to address.

My telephone number is (301)- 859-7600
TTY For the Deaf: (301) 684-6919

Ms. Julia M. Hagen July 21, 1992 Page Two

When location approval was received by SHA in 1981 for improvements to US 50, the majority of homes in this community had not yet been constructed. Based on this criterion, Heritage Harbour is not eligible for noise barriers. Since there was such a long delay between location approval and actual reconstruction of US 50, there seems to be an assumption by some residents that noise barriers should be included as part of the highway construction. Unfortunately, this is not the case.

In 1990, at the request of Delegate Marsha Perry, extensive noise studies were performed to calculate the overall impact on this community since additional homes had been built by this time. These studies concluded that only three homes in the community were impacted above the 67 decibel threshold. Noise levels at your residence were determined to be below 60 decibels. This does not mean it isn't noisy at your home, only that noise levels are well below the impact threshold.

In addition, noise prediction modelling was performed to determine what the future noise levels will be in the design year 2006. These predicted noise levels are used to determine the cost per residence for noise barriers. It was calculated that only three additional residences in Heritage Harbour will be impacted by the year 2006 for a total of six in this community. Dividing this number into the cost of a noise barrier amounts to a per residence cost of over \$100,000, far exceeding the reasonable cost per residence of \$40,000 under SHA's policy.

Included in the construction contract for the improvements to US 50, are plans for an extensive landscape planting to enhance the highway corridor and help buffer adjacent communities from the traffic. While this won't significantly reduce noise levels, it will provide much psychological relief to the residents living closest to the highway.

I regret we are unable to provide a more positive response to your concerns, but hope this information clearly presents the reasons for the State's position in this matter. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of SHA's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

O. James Lighthizer,

Secretary

cc:

Mr. Charles B. Adams

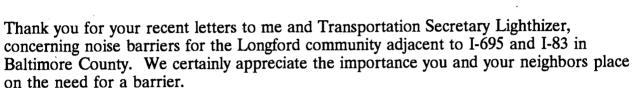


O. James Lighthizer Secretary Hal Kassoff 97 Administrator

March 17, 1992

Mr. James G. Hammond 843 Kellogg Road Lutherville MD 21093

Dear Mr. Hammond:



There seems to be some confusion concerning the availability of funds to construct noise barriers in this area. The \$30 million allocated under the Intermodal Surface Transportation Efficiency Act (ISTEA) is mandated for improvements to the Baltimore Beltway from Reisterstown Road to MD 702 in Essex. This will allow for critical widening and safety-related projects in the corridor.

The remainder of Maryland's allotment of federal transportation funds is another matter. The new legislation bears little resemblance to past Federal Aid programs. We are currently working to develop priorities based on needs and resources established by this new legislation. At this point, it is unclear whether and when the remaining noise retrofit projects might continue. Certainly, this will be influenced by the Department of Transportation's overall funding picture, which is a matter before the General Assembly. The nine remaining retrofit projects can only proceed with a state revenue increase coupled with local participation in the funding. This model cost-sharing concept proved successful in Howard County, where the county contributed one-third of the cost of the I-95 noise barrier at the Timberview community.

Thanks for your interest and concern. We regret we cannot offer you a more positive reply at this time. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of our Office of Environmental Design. He may be reached at (410) 333-8063.

Sincerelva

Hal Kassoff Administrator

cc: Secretary O. James Lighthizer

Mr. Charles B. Adams

My telephone number is _____



O. James Lighthizer Secretary Hal Kassoff Administrator

June 16, 1992

Mrs. Ellen N. Hart 703 Sydney Terrace Annapolis MD 21401

Dear Mrs. Hart:

Thank you for your recent letter to Secretary of Transportation O. James Lighthizer concerning noise barriers for the Heritage Harbour community located adjacent to US 50 in Anne Arundel County. Secretary Lighthizer asked me to respond to you directly on his behalf.

Secretary Lighthizer and I can certainly understand your concern about the improvements to US 50 which are currently underway. Let me explain the State Highway Administration's (SHA) position in this matter relative to noise barriers.

For a community to be considered for noise abatement, all of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (db);
- a majority of the impacted (67 decibels or greater) residences must have preceded the date of highway location approval;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the noise barrier; and
- funds must be available.

These criteria were established to provide a fair and equitable method of determining where noise barriers should be considered and constructed. There are many more requests for noise mitigation than we have the resources to address.

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Mrs. Ellen N. Hart June 22, 1992 Page Two

When location approval was received by SHA in 1981 for improvements to US 50, the majority of homes in this community had not yet been constructed. Based on this criterion, Heritage Harbour is not eligible for noise barriers. Since there was such a long delay between location approval and actual reconstruction of US 50, there seems to be an assumption by some residents that noise barriers should be included as part of the highway construction. Unfortunately, this is not the case.

In 1990, at the request of Delegate Marsha Perry, extensive noise studies were performed to calculate the overall impact on this community since additional homes had been built by this time. These studies concluded that only three homes in the community were impacted above the 67 decibel threshold. Noise levels at your residence were determined to be about 60 decibels. This does not mean it isn't noisy at your home, only that noise levels are well below the impact threshold.

In addition, noise prediction modelling was performed to determine what the future noise levels will be in the design year 2006. It was calculated that noise levels at your residence will rise approximately two decibels by this time, still well below the impact threshold. These predicted noise levels are used to determine the cost per residence for noise barriers. It was calculated that three additional residences will be impacted by the year 2006 for a total of six in this community. Dividing this number into the cost of a noise barrier amounts to a per residence cost of over \$100,000, far exceeding the reasonable cost per residence of \$40,000 under SHA's policy.

I regret we are unable to provide a more positive response to your inquiry, but hope this information clearly presents the reasons for the State's position in this matter. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of SHA's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely, Elizabeth L Lomer, Deputy/for

Hal Kassoff, Administrator

cc: Mr. Charles B. Adams
Secretary O. James Lighthizer
The Honorable Marsha Perry



MOISE

100

William Donald Schaefer

Governor

O. James Lighthizer Secretary

Stephen G. Zentz
Deputy Secretary

February 27, 1992

Please Distribute

Mr. Craig L. Hayward
Vice-President
Longford Community Association
8412 Macauley Court
Lutherville MD 21093

cc's / bcc's

Thank you.

Dear Mr. Hayward:

Thank you for your recent letter concerning noise barriers for the Longford community adjacent to I-83 and I-695 in Baltimore County.

By this time, you should have received a letter from State Highway Administrator Hal Kassoff which outlines the current condition concerning noise barriers for your community. As you are aware, the present financial situation in Maryland is rather bleak. Any expenditure of public funds must be prudently weighed to ensure the highest and best use.

To date, a timetable for improvements to the beltway has not been developed. While it is likely to be several years before the widening of I-695 can be initiated, we recognize that noise barriers will have to be considered as part of the widening project.

The State Highway Administration's retrofit noise abatement program, which includes your community, is currently on hold. It has been determined the remaining retrofit projects can only advance with a State revenue increase coupled with county participation in the funding.

I hope this information adequately addresses your concerns. Thank you for bringing them to my attention. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely.

O. James Lighthizer

Secretary

cc: Mr. Charles B. Adams



February 20, 1992

Mr. Craig L. Hayward
Vice President
Longford Community Association
8412 Macauley Court
Lutherville MD 21093



Dear Mr. Hayward:

Thank you for your recent letter concerning noise barriers for the Longford community adjacent to I-695 in Baltimore County.

A timetable for future beltway improvements has not been developed at this time. However, it will likely be several years before widening of I-695 can be initiated. Any noise mitigation associated with expansion of the beltway will be considered as part of the improvement project. Communities will be eligible for noise barriers if they meet the criteria established by the State Highway Administration. A conclusive determination of eligibility cannot be made until final design of beltway improvements is undertaken.

The retrofit noise barrier program to which you refer is currently on hold. At this point, it is unclear whether and when the remaining noise retrofit projects might continue. Certainly, this will be influenced by the Department of Transportation's overall funding picture, which is a matter before the General Assembly. The nine remaining retrofit projects can only proceed with a state revenue increase coupled with local participation in the funding. A model cost-sharing concept was used in Howard County, where the county contributed one-third of the cost of the I-95 barrier at the Timberview community.

I hope this information adequately addresses your concerns. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of State Highway Administration's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely

Hal Kassoff Administrator

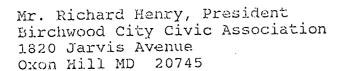
cc: Mr. Charles B. Adams

My telephone number is _____



O. James Lighthizer
Secretary
Hal Kassoff

Office of District Engineer State Highway Administration 9300 Kenilworth Avenue Greenbelt, Maryland 20770 September 14, 1992





Dear Mr. Henry:

It was a pleasure being able to participate with you and members of your Community in the good news delivered by Governor Schaefer regarding the protective barrier that we will be constructing adjacent to Birchwood City. I know your Community is extremely pleased with this positive action to deter children from gaining access to the Beltway.

At your board meeting of September 3rd, we discussed the feasibility of constructing a fence in the median of the Beltway as an interim measure that would provide a formidable obstacle to those attempting a Beltway crossing. Although this fence would be a temporary installation, pending the design and construction of the permanent protective barrier, it would be a measure that could provide immediate results in attempting to deter the pedestrian activity on this section of the Beltway.

The fence would be 8' high without a top rail, making it extremely difficult to climb. It would be constructed between the southbound lanes of the Beltway and median shrubbery, making those attempting to climb or cut the fence very visible to motorists, police and State Highway Administration personnel. The fence would have green fabric woven into the chain-link, to make it more aesthetically pleasing and enable breaks to be readily detected.

I know that from my personal conversations with you, we both felt that some immediate action to make it more difficult to cross the Beltway should be taken while the permanent barrier issue was being resolved. Now that Governor Schaefer has given the Community the assurance that a protective barrier will be constructed, I am confirming our intention to proceed with the median fence and expect to have it in place by early October.

My telephone number is _____

1:1:

Mr. Richard Henry, President September 14, 1992 Page two

I regret our acquaintance was necessitated by such a tragedy, but sincerely appreciate the honest and professional manner in which you have represented the Community and moved toward a resolution of this serious safety problem.

If you have any questions, please call me.

Sincerely,

Creston J. Mills, Jr. District Engineer

CJM:1c

cc: Mr. Hal Kassoff

Senator Gloria Lawlah

Mr. Tom Osborne
Mr. Charles Adams



104

O. James Lighthizer Secretary Hal Kassoff Administrator

June 16, 1992

Ms. Jean Higgins 837 Woodmont Road Annapolis MD 21401

Dear Ms. Higgins:

Thank you for your recent letter to Secretary of Transportation O. James Lighthizer concerning noise barriers for the Heritage Harbour and North River Forest communities located adjacent to US 50 in Anne Arundel County. Secretary Lighthizer asked me to respond to you directly on his behalf.

Secretary Lighthizer and I can certainly understand your concern about the improvements to US 50 which are currently underway. Let me explain the State Highway Administration's (SHA) position in this matter relative to noise barriers.

For a community to be considered for noise abatement under SHA's policy, all of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (db);
- a majority of the impacted (67 decibels or greater) residences must have preceded the date of highway location approval;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the noise barrier; and
- funds must be available.

These criteria were established to provide a fair and equitable method of determining where noise barriers should be considered and constructed. There are many more requests for noise mitigation than we have the resources to address.

Ms. Jean Higgins June 16, 1992 Page Two

When location approval was received by SHA in 1981 for improvements to US 50, the majority of homes in these communities had not yet been constructed. Based on this criterion, Heritage Harbour and North River Forest are not eligible for noise barriers. Since there was such a long delay between location approval and actual reconstruction of US 50, there seems to be an assumption by some residents that noise barriers should be included as part of the highway construction. Unfortunately, this is not the case.

In 1990, at the request of Delegate Marsha Perry, extensive noise studies were performed to calculate the overall impact on these communities since additional homes had been built by this time. These studies concluded that three homes in Heritage Harbour and 14 homes in North River Forest were impacted above the 67 decibel threshold. Noise levels at your residence were determined to be about 60 decibels. This doesn't mean it isn't noisy at your home or in this highway corridor, only that noise levels are well below the impact threshold.

In addition, noise prediction modelling was performed to determine what the future noise levels will be in the design year 2006. It was calculated that noise levels at your residence will rise approximately one decibel by this time, still well below the impact threshold. These predicted noise levels are used to determine the cost per residence for noise barriers. It was calculated that three additional residences at Heritage Harbour and no additional residences at North River Forest will be impacted by the year 2006. Dividing the number of impacted homes into the cost of noise barriers to protect them amounts to a per residence cost of over \$100,000, far exceeding the reasonable cost per residence of \$40,000 under SHA's policy.

I regret we are unable to provide a more positive response to your inquiry, but hope this information clearly presents the reasons for the State's position in this matter. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of SHA's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely, Cliabeth L Homer, Deputy/for

Hal Kassoff,

Administrator

cc: Mr. Charles B. Adams

Secretary O. James Lighthizer

The Honorable Marsha Perry



Maryland Department of Transportation

The Secretary's Office

100

William Donald Schaefer Governor

O. James Lighthizer
Secretary

Stephen G. Zentz
Deputy Secretary

April 3, 1992

Mr. & Mrs. Jay Jacobs 8724 Eddington Road Baltimore MD 21234

Dear Mr. & Mrs. Jacobs:

Thank you for your recent letter to Governor William Donald Schaefer concerning noise barriers for the Oakleigh community adjacent to I-695 in Baltimore County. Governor Schaefer asked me to reply to you on his behalf. I would like to assure you that we certainly appreciate your concerns that a beltway widening project will affect your community in terms of possible increased noise and that you do not want any work done without a barrier.

A timetable for improvements to I-695 has not yet been developed at this time. While it will likely be several years at least before widening I-695 can be initiated, when such a project is undertaken we recognize that noise barriers will have to be considered as part of the widening project.

I hope this information gives you a clearer picture of the situation. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely

O. James Lighthizer

Secretary

cc: Mr. (

Mr. Charles B. Adams

The Honorable William Donald Schaefer



Maryland Department of Transportation

The Secretary's Office

10)

William Donald Schaefer Governor

O. James Lighthizer Secretary

Stephen G. Zentz Deputy Secretary

April 3, 1992

Mr. & Mrs. J.V. Jewel 8635 Quentin Avenue Baltimore MD 21234

Dear Mr. & Mrs. Jewel:

Thank you for your recent letter to Governor William Donald Schaefer concerning noise barriers for the Oakleigh community adjacent to I-695 in Baltimore County. Governor Schaefer asked me to reply to you on his behalf. I would like to assure you that we certainly appreciate your concerns that a beltway widening project will affect your community in terms of possible increased noise and that you do not want any work done without a barrier.

A timetable for improvements to I-695 has not yet been developed at this time. While it will likely be several years at least before widening I-695 can be initiated, when such a project is undertaken we recognize that noise barriers will have to be considered as part of the widening project.

I hope this information gives you a clearer picture of the situation. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

O. James Lighthizer

Secretary

cc:

Mr. Charles B. Adams

The Honorable William Donald Schaefer

859-7600



For

O. James Lighthizer Secretary
Hal Kassoff
Administrator

December 10, 1992

Mr. William L. Jews 35 Summer Fields Court Lutherville MD 21093

Dear Mr. Jews:

I am writing to let you know the results of the noise analysis performed at the Fields at Seminary community located adjacent to I-695 in Baltimore County.

Noise measurements taken at your residence indicate noise levels ranged from 60 to 69 decibels during the 24 hour measurement period. This exceeds the 67 decibel criterion set forth under our Noise Abatement Policy. We also determined that the homes in this community pre-date the location approval date of November 15, 1991 for the Beltway widening.

Under our Noise Abatement Program, consideration of noise barriers for new highway projects is based on increased noise impacts due to the highway improvement as compared with the no-build condition. We have not determined how many residences in your community would be impacted above the 67 decibel threshold for the design year. A final noise analysis and decision on noise barriers will be made during the design phase of the project when more detailed design information will be developed, including costs.

If you have any questions or wish to discuss this further, please feel free to contact Charlie Adams, Director of our Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely

Hal Kassoff Administrator

cc: Mr. Charles B. Adams

109

O. James Lighthizer Secretary Hal Kassoff Administrator

October 1, 1992

Mr. William L. Jews 35 Summer Fields Court Lutherville MD 21093

Dear Mr. Jews:

Thank you for your recent letter concerning noise barriers for The Fields at Seminary community located adjacent to I-695 in Baltimore County.

There are two elements to the State Highway Administration's Noise Abatement Program. The first deals with areas that are impacted due to the construction of a new road or major improvements (such as widening) of an existing road. These are called Type I projects. The second element is when noise abatement measures are considered for areas where no improvement to the highway takes place. This is the Type II or retrofit element of the program.

Type I noise abatement is considered during the environmental process when the planning studies are done for a road project. The Type II element is strictly voluntary among the states. In fact, most states have opted not to participate in this program.

For a community to be considered for noise abatement under SHA's policy, <u>all</u> of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (DBA);
- a majority of the impacted residences must have preceded location approval for the highway improvement (Type I), or must have been constructed before the original highway construction (Type II);
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the noise barrier; and
- funds must be available.

Mr. William L. Jews October 1, 1992 Page Two

These criteria were established to provide a fair and equitable method of determining where noise barriers should be considered and constructed. There are many more requests for noise mitigation than we have the resources to address.

This community does not meet the Type II criterion for date since it is of recent construction. In regard to the Type I criteria, we will need to investigate whether the criteria are met. This work will take several months to complete, at which time we will notify you of the results. You should expect to hear from us by mid-December.

In the meantime, if you have any questions, please feel free to contact Charlie Adams, Director of our Office of Environmental Design; he will be happy to discuss your concerns. Charlie may be reached at (410) 333-8063.

Sincerely,

Hal Kassoff Administrator

cc: Mr. Charles B. Adams

O. James Lighthizer Secretary
Hal-Kassoff
Administrator

October 7, 1992

Mrs. Marianne D. Joly Dr. J. Michael Joly 10720 Pine Haven Terrace Rockville MD 20852

Dear Dr. and Mrs. Joly:

Thank you for your recent letter regarding the widening of the I-270 east spur adjacent to your home. We appreciate your concern regarding the noise levels along this section of highway.

The feasibility and reasonableness of providing noise barriers as part of the widening was studied extensively during the environmental assessment phase of the project. In projects that involve improvements to an existing highway, <u>all</u> of the following criteria must be satisfied for an area to be considered for noise barriers:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted (67 decibels or greater) residences must have preceded the date of highway location approval;
- a five (5) decibel increase in noise levels, or a significant physical impact to the existing conditions must occur as a result of the highway improvement;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the noise barrier; and
- funds must be available.

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MV	releptione number is	

Mrs. Marianne D. Joly Dr. J. Michael Joly October 7, 1992 Page Two

The intent of the SHA noise abatement program is to mitigate noise where the highway project impacts adjacent development in a significant way. The environmental studies determined that noise levels would not increase significantly at Timberlawn as a result of the widening of the I-270 east spur. It requires a doubling of traffic to increase noise levels three decibels, a difference that is barely discernable to the human ear. In this case, two additional lanes will not cause traffic to double and because the widening will occur in the median, the anticipated noise level increase will be a maximum of 1-2 decibels. In addition, there will be no physical impact to the roadsides due to the construction activities.

We have offered to meet with the officers of the Timberlawn South/Tuckerman Walk. Homeowners Association to discuss this matter. This meeting will be held later this month, and you may wish to speak with these representatives to convey your concerns.

Again, thank you for sharing your thoughts with me. If you have any questions, please feel free to call Charlie Adams, Director of our Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely,

Hal Kassoff Administrator

cc: Mr. Charles B. Adams

Maryland Department of Transportation

The Secretary's Office

113

William Donald Schaefer Governor

O. James Lighthizer Secretary

Stephen G. Zentz Deputy Secretary

July 29, 1992

1

Mr. Chester Jones 2634 Quiet Water Cove Annapolis MD 21401-6940

Dear Mr. Jones:

Thank you for your recent letter concerning noise barriers for the Heritage Harbour community located adjacent to US 50 in Anne Arundel County.

I certainly understand your concern about the improvements to US 50 which are currently under way. Let me explain the State Highway Administration's (SHA) position in this matter relative to noise barriers.

For a community to be considered for noise abatement, <u>all</u> of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted (67 decibels or greater) residences must have preceded the date of highway location approval;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the noise barrier; and
- funds must be available.

These criteria were established to provide a fair and equitable method of determining where noise barriers should be considered and constructed. There are many more requests for noise mitigation than we have the resources to address.

My telephone	number is (301)-	859-7600
, ,	•	of: (201) 694 6010

Mr. Chester Jones July 29, 1992 Page Two

When location approval was received by SHA in 1981 for improvements to US 50, the majority of homes in this community had not yet been constructed. Based on this criterion, Heritage Harbour is not eligible for noise barriers. Since there was such a long delay between location approval and actual reconstruction of US 50, there seems to be an assumption by some residents that noise barriers should be included as part of the highway construction. Unfortunately, this is not the case.

In 1990, at the request of Delegate Marsha Perry, extensive noise studies were performed to calculate the overall impact on this community since additional homes had been built by this time. These studies concluded that only three homes in the community were impacted above the 67 decibel threshold. Noise levels at your residence were determined to be below 60 decibels. This does not mean it isn't noisy at your home, only that noise levels are well below the impact threshold.

In addition, noise prediction modelling was performed to determine what the future noise levels will be in the design year 2006. These predicted noise levels are used to determine the cost per residence for noise barriers. It was calculated that only three additional residences in Heritage Harbour will be impacted by the year 2006 for a total of six in this community. Dividing this number into the cost of a noise barrier amounts to a per residence cost of over \$100,000, far exceeding the reasonable cost per residence of \$40,000 under SHA's policy.

Included in the construction contract for the improvements to US 50, are plans for an extensive landscape planting to enhance the highway corridor and help buffer adjacent communities from the traffic. While this won't significantly reduce noise levels, it will provide much psychological relief to the residents living closest to the highway.

I regret we are unable to provide a more positive response to your concerns, but hope this information clearly presents the reasons for the State's position in this matter. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of SHA's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

O. James Lighthizer

Secretary

cc:

Mr. Charles B. Adams



May 29, 1992

Mrs. Evelyn L. Kee 8232 Hollow Road Middletown MD 21769

Dear Mrs. Kee:

Thank you for your letter to the Federal Highway Administration (FHWA) concerning traffic noise and a poison ivy problem you experience at your residence adjacent to I-70 in Frederick County. The FHWA recently forwarded your letter to us for a response since we are directly responsible for the issues you raised.

Mr. Douglas Rose, the District Engineer for your area, advised me that his maintenance forces will take care of the poison ivy problem in the very near future. If you wish to speak with Mr. Rose, he may be reached at the District Office in Frederick at 694-2145.

In regard to the traffic noise problem, there are a number of criteria which have been established for an area to qualify for noise abatement. These include the following:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted residences must have preceded the construction of the highway;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the project; and
- funds must be available, including a share by the County in which the proposed project is located.

Although, your residence meets the requirement for date of construction, it does not appear to meet the requirement for reasonable cost. Generally, where there are few homes in an area, the cost per residence far exceeds the limit of \$40,000 per residence.

My telephone number	is	 	4	

Mrs. Evelyn L. Kee May 29, 1992 Page Two

In addition, the entire retrofit noise abatement program is currently on hold because of a shortage of funds. As a result, many communities which were built long before yours and meet all of the eligibility and for which commitments have been made are still awaiting noise barriers. Because of the uncertainty of funding, additions to the present program will not be made.

I can certainly understand your frustration and concern over the noise conditions at your residence. I regret that we are unable to provide a more positive response to the noise issues, but I am pleased your poison ivy problem should soon be solved. If you have further questions or comments, please do not hesitate to contact me.

charles B. Adams

Director

Office of Environmental Design

CBA/bl

cc: Mr. Douglas Rose

Mr. Peter Kleskovic - FHWA



O. James Lighthizer Secretary Hal Kassoff Administrator

June 17, 1992

Ms. Florence B. Kelly 16 Dublin Drive Lutherville MD 21093

Dear Ms. Kelly:

Thank you for your letter concerning noise barriers in the vicinity of the Orchard Hills community along the Baltimore Beltway.

A timetable for beltway improvements has not yet been finalized. The project has just entered the final design phase, during which, further studies will be conducted to determine which areas meet all the criteria established by the State Highway Administration (SHA) for noise barriers. Your community was identified in the recently completed project planning phase as eligible for further study for noise barriers.

I regret that at this time I do not have more detailed information to give to you concerning this issue; however, if you have any further questions or comments concerning the project please feel free to contact the project manager, Mr. Robert Sanders. Bob's phone number is 333-1106.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by:

Robert K. Sanders

Project Manager

Project Planning Division

LHE: RKS:sh

cc: Mr. Charles B. Adams

Mr. Neil J. Pedersen

410-333-1106

My telephone number is .



IN REPLY REFER TO PG-MDOT

WILLIAM DONALD SCHAEFER
GOVERNOR

ANNAPOLIS OFFICE STATE HOUSE ANNAPOLIS, MARYLAND 21401 (301) 974 3901

BALTIMORE OFFICE ROOM 1513 301 WEST PRESTON STREET BALTIMORE. MARYLAND 21201 (301) 225-4800

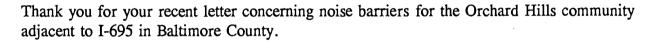
WASHINGTON OFFICE SUITE 315 SUITE 315 444 NORTH CAPITOL STREET, N. W. WASHINGTON. D.C. 20001 (202) 638-2215

TDD (301) 333-3098

March 19, 1992

Ms. Florence Kelly 16 Dublin Drive Lutherville MD 21093

Dear Ms. Kelly:



The entire retrofit noise barrier program, including the project to which you refer, is currently on hold. At this point, it is unclear whether/when the remaining noise retrofit projects might continue. Certainly, this will be influenced by the Department of Transportation's overall funding picture. If the program is re-enacted, I feel the counties should contribute to the cost of noise barriers within their jurisdiction. This cost-sharing concept proved successful in Howard County, where the county contributed one-third of the cost of the I-95 noise barrier at the Timberview community.

I hope this information adequately addresses your concerns. Thank you for bringing them to my attention. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design at (410)-333-8063.

Sincerely,

Governor

cc:

Mr. Charles B. Adams

....



N REPLY REFER TO G-MDOT

August 14, 1992

WILLIAM DONALD SCHAEFER GOVERNOR

ANNAPOLIS OFFICE STATE HOUSE ANNAPOLIS, MARYLAND 21401 (301) 974 3901

BALTIMORE OFFICE ROOM 1513 301 WEST PRESTON STREET BALTIMORE, MARYLAND 21201 (301) 225-4800

WASHINGTON OFFICE SUITE 315 444 NORTH CAPITOL STREET. N W WASHINGTON, D C 20001 (202) 638-2215

TDD (301) 333-3098

Ms. Terry Kerns
President
Bellemead Citizens Association
Post Office Box 2811
Bellemead MD 20784-8011

Dear Ms. Kerns:

Thank you for sending me a copy of your recent letter to Congressman Steny H. Hoyer about sound barriers for the Bellemead and Landover Hills communities.

Over the past several years, the issue of sound barriers for this area of Bellemead along the ramp for MD 410 to US 50 westbound has been addressed on a number of occasions. When the new ramp was planned, the potential noise impact was evaluated. It was determined that the criterion for reasonable cost was not met in this location because only a few homes were affected. The community was offered a privacy screen to provide some relief from traffic along the ramp but, as I understand it, this was rejected by the community.

The Bellemead/Landover Hills community between MD 410 and MD 202 does appear to meet all of the criteria for the State's retrofit noise abatement criteria. However, the matter of sound barrier construction is not simple. The State does not have the money to construct barriers in those areas which meet the eligibility criteria. The estimated cost for those communities that meet the criteria is \$60 million. It is for this reason that the future construction of barriers will depend upon a share of the cost being provided by the local jurisdiction. This was done for a barrier constructed on I-95 in Howard County and will be done for a project on I-495 at Glenarden. Without this local commitment, sound barriers cannot proceed.

I know this is not the answer you want on this issue, but the State cannot afford to construct all of the sound barriers for which we receive requests.

Sincerely,

/S/

Governor

cc: The Honorable Anne Healy

The Honorable Steny H. Hoyer

The Honorable Patrick O'Reilly

The Honorable Richard Palumbo
The Honorable Paul Pinsky

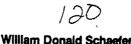
bcc: Mr. Charlie Adams

Mr. Hal Kassoff

Secretary O. James Lighthizer

Mr. Gene Miller Mr. Creston Mills Mr. Jeff Stone

17.7





Governor

O. James Lighthizer
Secretary
Stephen G. Zentz
Deputy Secretary

August 6, 1992

Ms. Terry Kerns
President
Bellemead Citizens Association
P.O. Box 2811
Bellemead MD 20784-0811

Dear Ms. Kerns:

Thank you for sending me a copy of your recent letter to Congressman Steny Hoyer concerning noise barriers for the Bellemead community located adjacent to US 50 in Prince George's County.

There are a number of projects throughout Maryland that meet the noise abatement eligibility criteria and would be eligible for noise barriers pending the availability of funds. These projects would cost approximately \$60 million to complete.

The noise abatement project recently approved for construction along the Capital Beltway at Glenarden is moving forward due to the County's commitment to provide 20 percent of the project's funding. Such local contributions are essential for retrofit noise barrier projects to proceed.

Again, thank you for sharing the community's concerns with me. I would like to be able to fund every noise barrier that is needed; under the circumstances, it is not possible. I am sorry that I could not give you a more positive answer.

Sincerely,

O. James Lighthizer

Secretary

cc: Mr. Charles B. Adams

The Honorable Steny H. Hoyer



STATE OF MARYLAND OFFICE OF THE GOVERNOR

PG-MDOT IN REPLY REFER TO

January 6, 1992

Ms. Terri Kerns Citizens Advocate 4307 73rd Avenue Bellemeade MD 20784-2209 WILLIAM DONALD SCHAEFER GOVERNOR

ANNAPOLIS OFFICE STATE HOUSE ANNAPOLIS, MARYLAND 21401 (301) 974 3901

BALTIMORE OFFICE **ROOM 1513** 301 WEST PRESTON STREET BALTIMORE, MARYLAND 21201 (301) 225-4800

WASHINGTON OFFICE SUITE 315 444 NORTH CAPITOL STREET, N W WASHINGTON, D.C. 20001 (202) 638-2215

TDD (301) 333-3098

Dear Ms. Kerns:

Thank you for your recent letter regarding noise mitigation for the Bellemeade, Landover Hills and Radiant Valley communities adjacent to US 50 and MD 410.

In the past, the State Highway Administration (SHA) addressed the issue of noise abatement based upon a set of objective criteria. The communities you represent were measured against these criteria at various periods, during both the reconstruction of US 50 and the construction of MD 410, and failed to meet them at any point. This has been explained to you at different times by the various state officials you mentioned in your letter.

In fact, I understand that back in August, you and area residents met with Senator Thomas P. O'Reilly and Transportation Secretary O. James Lighthizer. They examined the problem and promised SHA's Administrator, Hal Kassoff, would visit the site to see what could be done. Mr. Kassoff did so and, I am told, offered privacy fencing as an alternative instead of a barrier. Given our current fiscal constraints, this is the best that can be done. However, I understand you subsequently rejected this offer.

I assure you, SHA does not provide noise protection for anticipated development. The noise barriers recently constructed adjacent to US 50 just east of the Beltway were built to protect existing residential communities on both sides of US 50. To the north is Whitfield Woods, including residences on Walkerton Drive and Walkerton Court; to the south is the community of Carsondale, including homes along Wallace Road. If you have any questions regarding this or the criteria, please do not hesitate to contact Mr. Charles Adams, Director of SHA's Office of Environmental Design, at (410) 333-8063.

As you must be aware, the current financial situation in the state is dismal. As a result, we have had to take a hard look at the future of the current noise abatement program. It is simply not realistic from a financial point of view to assume that we can continue to provide noise abatement for all communities that would like noise barriers. We have not reached any conclusions, and are not likely to until our funding constraints have eased.

Ms. Terri Kerns January 6, 1992 Page Two

I regret not being able to give you a more positive response to your inquiry. These are difficult times and we must face the reality that our options are limited given the constraints we are facing.

Sincerely,

/S/

Governor

bcc: Mr. Charles B. Adams

Mr. Hal Kassoff

Secretary O. James Lighthizer Mr. Eugene J. Miller, Jr. $\sqrt{}$ Mr. Charles R. Olsen

Mr. Jeff Stone



Maryland Department of Transportation

The Secretary's Office

139

William Donald Schaefer Governor

O. James Lighthizer
Secretary

Stephen G. Zentz Deputy Secretary

April 3, 1992

Mr. George M. King 8716 Eddington Road Baltimore MD 21234

Dear Mr. King:

Thank you for your recent letter to Governor William Donald Schaefer concerning noise barriers for the Oakleigh community adjacent to I-695 in Baltimore County. Governor Schaefer asked me to reply to you on his behalf. I would like to assure you that we certainly appreciate your concerns that a beltway widening project will affect your community in terms of possible increased noise and that you do not want any work done without a barrier.

A timetable for improvements to I-695 has not yet been developed at this time. While it will likely be several years at least before widening I-695 can be initiated, when such a project is undertaken we recognize that noise barriers will have to be considered as part of the widening project.

I hope this information gives you a clearer picture of the situation. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

O. James Lighthizer

Secretary

cc: Mr

Mr. Charles B. Adams

The Honorable William Donald Schaefer

859-7600

124



IN REPLY REFER TO PG-MDOT

November 12, 1992

Ms. Jamie Mangan King Park View Sound Barrier Committee 3215 Park View Road Chevy Chase MD 20815 WILLIAM DONALD SCHAEFER
GOVERNOR

ANNAPOLIS OFFICE STATE HOUSE ANNAPOLIS, MARYLAND 21421 (301) 974 3901

BALTIMORE OFFICE ROOM 1512 301 WEST PRESTON STREET BALTIMORE, MARYLAND 21201 (301) 225-4800

WASHINGTON OFFICE SUITE 315 444 NORTH CAPITOL STREET N WASHINGTON D C 2001 (202) 638-2215 (202) 638-2215

TDD (301) 333-3092

Dear Ms. King:

Thank you for your recent letter concerning the noise barriers for the Park View community adjacent to I-495 in Montgomery County. I can certainly understand your feelings regarding this issue, and I appreciate your determination in pursuing an equitable resolution.

You indicated that noise measurements taken by your engineer in September determined 12 homes were impacted above the 67 decibel threshold, and that the State Highway Administration (SHA) found six residences exceeded the 67 decibel level. This discrepancy must be resolved before a final decision can be made regarding noise abatement for the Park View community.

I have asked the SHA to investigate this matter by meeting with you and your engineer to compare the procedures used for each study. You may expect to hear from the SHA within two weeks to arrange this meeting.

Once again, thank you for bringing this matter to my attention. In the meantime, if you have any questions, please call Mr. Charlie Adams, Director of SHA's Office of Environmental Design, at (410) 333-8063.

Sincerely,

/S/

Governor

cc: Mr. Charles B. Adams

bcc: Mr. Hal Kassoff √

Secretary O. James Lighthizer

Mr. Gene Miller Mr. Jeff Stone



September 9, 1992

Governor

O. James Lighthizer
Secretary
Stephen G. Zentz
Deputy Secretary

William Donald Schaefer

Ms. Jamie Mangan King 3209 Parkview Road Chevy Chase MD 20815

Dear Ms. King:

Governor Schaefer has read your recent letter describing your family's concerns about the noise levels at your home near the Capital Beltway and is very concerned. He asked me to see if there was something we can do to help.

We do understand that you have put a great deal of time and effort into improving your home, yet you feel you cannot reap the rewards of your hard work.

The State Highway Administration (SHA) established criteria for noise barrier eligibility to provide a fair and equitable method of determining where noise barriers should be considered and constructed. One criterion is an expenditure limit of \$40,000 per impacted residence, which, by the way, is the highest allocation in the country. There are many more requests for noise mitigation than we have the resources to address.

SHA recognizes that the area is impacted by traffic noise, based on environmental impact studies that were conducted prior to implementation of the highway improvements that were ongoing when you moved into the area. Unfortunately, the area does not qualify for noise abatement because the \$40,000 per residence limit for reasonable cost is not met. SHA identified a maximum of eight impacted residences, and determined that an effective barrier would cost approximately \$540,000 or \$67,500 per impacted residence.

Additionally, the number of impacted residences was determined based on future traffic conditions. That means the noise levels upon which the assessment of impact was based represented a "worst-case" condition.

From your description of the location of your home relative to the Beltway, even if a noise barrier was constructed, the effectiveness at your home would be limited. Typically, barriers are most effective for those homes directly adjacent to them. The level of noise reduction at greater distances behind the barrier is less dramatic.

Ms.-Jamie Mangan King September 9, 1992 Page Two

Any decisions regarding noise barrier construction in conjunction with highway improvements are made with the guidance and concurrence of the Federal Highway Administration. The decision not to construct a noise barrier for the Park View community was not an arbitrary or capricious one, but was reached after a careful review of the circumstances and factors in the area.

I am truly sorry I cannot give you a positive response to your request, but hope this adequately explains the situation in your community. If you have any further questions about the State's noise barrier policy, feel free to contact Mr. Charles Adams, Director of SHA's Office of Environmental Design, at (410) 333-8063.

Sincerely,

O. James Lighthizer

Secretary

cc: Mr. Charles B. Adams

The Honorable William Donald Schaefer



O. James Lighthizer Secretary Hal Kassoff Administrator

June 17, 1992

Mr. Edward J. Kirtscher 3035 Balder Avenue Parkville MD 21234

Dear Mr. Kirtscher:

Thank you for your letter concerning noise barriers in the vicinity of Balder Avenue along the Baltimore Beltway.

A timetable for beltway improvements has not yet been finalized. The project has just entered the final design phase, during which, further studies will be conducted to determine which areas meet all the criteria established by the State Highway Administration (SHA) for noise barriers. Your community was identified in the recently completed project planning phase as eligible for further study for noise barriers.

I regret that at this time I do not have more detailed information to give to you concerning this issue; however, if you have any further questions or comments concerning the project please feel free to contact the project manager, Mr. Robert Sanders. Bob's phone number is 333-1106.

Very truly yours,

Louis H. Ege, Jr. Deputy Director Office of Planning and Preliminary Engineering

by:

Robert K. Sanders

Project Manager

Project Planning Division

LHE: RKS: sh

cc: Mr. Charles B. Adams

Mr. Neil J. Pedersen



O. James Lighthizer Secretary Hal Kassoff Administrator

March 19, 1992

Ms. Bonnie Krizek 109 Dublin Drive Lutherville MD 21093 DECEIVE 20

Dear Ms. Krizek:

Senator Barbara Mikulski sent me a copy of a letter you recently sent to Mr. Ken Polcak, of our Office of Environmental Design, regarding our retrofit noise abatement program and the priorities given different communities.

We can certainly understand your frustration with the current situation surrounding our noise barrier program. It has always been our intent to provide much needed relief to communities which have met our criteria. At the inception of the noise barrier program, a priority system was established to objectively determine the order in which barrier projects would be built. The order and timing of construction of those earlier projects noted in your letter were based upon their priority position and availability of funding. Over the last several years, available funding for our retrofit program has steadily declined to the point where at this time, we simply do not have the funds to continue the program as it was originally envisioned.

Please let me explain the situation regarding the Timberview project (#23). Howard County came forward with an offer to fund one-third of the project cost. This was not an advance of funds to be repaid, but an outright contribution to the project. remaining two-thirds was not taken from sound barrier funds, but from a number of other funding areas within the Department of Transportation. In this manner, we were able to eliminate one of our obligations for two-thirds of the cost without causing a delay of any remaining project in the noise barrier program. should also be noted that the Timberview project was the least expensive of all the projects on the program list. Furthermore, the Timberview project provided a basis for a policy which calls upon the local government to contribute about one-third of the cost towards proposed noise barriers. This takes into account that land use and land value issues are as much involved as transportation.

Ms. Bonnie Krizek March 19, 1992 Page Two

I want to assure you that we are concerned with the noise situation in your area, and wish that we could provide a barrier sooner. I hope, however, that you can understand our dilemma in this situation. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of our Office of Environmental Design. He may be reached at (410) 333-8063.

Sincerely.

Hal Kassoff Administrator

The Honorable Barbara A. Mikulski

Mr. Charles B. Adams

Mr. Kenneth D. Polcak R-312



O. James Lighthizer
Secretary
Hal Kassoff
Administrator

July 8, 1992

Mr. James Leipold 5832 East Avenue Baltimore MD 21206

Dear Mr. Leipold:

We have completed our evaluation of existing noise impacts in your neighborhood adjacent to I-95. The attached information summarizes the results from the most recent studies, along with data collected over the course of the last five years.

Exhibit 1 shows the location of the two test sites from the most recent study. The noise level was measured simultaneously at both locations, and at two different times of the day: morning rush hour and early afternoon.

Exhibit 2 shows the average or "equivalent" sound level measured in consecutive intervals of five minutes each during the morning rush hour. As is noted on Exhibit 2, the data from the first eight intervals was deemed invalid because the traffic on southbound I-95 was slowed considerably, resulting in lower noise levels. This is not uncommon on heavily travelled highways during rush hour periods. Also, during that same period, a tow truck summoned to an East Avenue address created additional noise near the 5820/22 location, which actually overshadowed the noise from I-95. The later measurement intervals yielded good results, showing slightly higher noise levels toward the south end of East Ave. This can be explained in large part by the convergence of the southbound lanes of I-95 with the recently improved ramp from I-695. The noise impact threshold level of 67 decibels (dBA) was equalled or exceeded at both locations during some of the test intervals.

Exhibit 3 shows a similar graph of noise level data collected during the early afternoon (non-rush hour). Overall, the levels were slightly lower than during the morning rush hour. As noted, data from one of the two noise meters was lost due to a battery failure. It was, therefore, decided to conduct one more set of noise measurements. Those results are shown on Exhibit 4.

The last two exhibits summarize all the data collected to date in the East Avenue area. Compared to previous years, the trend in Exhibit 5 shows a slight increase in noise since 1987, which in terms of perception, is barely discernable to the average person. This level of increase is not unexpected, given the normal growth in traffic over time and the variations in traffic which occur daily and hourly.

My telephone number is	

Mr. James Leipold July 8, 1992 Page Two

Exhibit 6 shows hourly noise levels measured over a 24-hour period in April, 1987, and was included to illustrate that, indeed, the morning rush hour period generally produces the highest levels. This trend was confirmed in the most recent study.

The final issue concerns noise impacts and the recent I-695 ramp improvements. The nature and extent of this work results in a negligible increase of one decibel, according to studies conducted as part of the Environmental Assessment for this project. This is indicated by the small increase in noise found over the five year period summarized in Exhibit 5. The controlling factor in the noise increase is, by far, traffic on I-95. Traffic on the ramp contributes only slightly to the overall noise level. Thus construction of a noise barrier was not warranted, given the ramp improvements did not result in substantial additional noise impact.

A second component of SHA's noise abatement program is the retrofit element. Here noise barriers are considered for existing highways where no improvement to the highway takes place. For a community to be considered for noise barriers under this portion of SHA's policy, a majority of the impacted residences must have preceded the original highway construction. These criteria were established to provide a fair and equitable method of determining where noise barriers should be considered and constructed. There are many more requests for retrofit noise mitigation than we have the resources to address.

An investigation of real estate dates indicates the homes along East Avenue were constructed after the completion of I-95. Based on this criterion, this area is not eligible for noise barriers under the retrofit element of our noise abatement program.

I regret we are unable to provide a more positive response to your concerns, but hope this information clearly explains the situation in this area regarding noise abatement. If you have any questions, please feel free to contact Mr. Kenneth D. Polcak, of my staff, at 333-8072.

Charles B. Adams

Director

Office of Environmental Design

Attachments

cc: Mr. Kenneth D. Polcak



0. James Lighthizer Secretary Hal Kassoff Administrator

June 30, 1992

Mrs. S. Leishear 4978 Keppler Road Camp Springs MD 20031

Dear Mrs. Leishear:

I am pleased to inform you that we have advanced the project to construct a privacy fence adjacent to I-95 (Capital Beltway) for your community.

This fence will be constructed of wood and extend from the end of your property to beyond Keppler Road adjacent to the beltway. It will be about nine feet high and should provide excellent screening of the beltway from the homes along Keppler Road.

Based on the current schedule, construction of this fence will begin early this fall with completion by the end of the year.

Thank you, once again, for your patience in this matter. If you have further questions, please do not hesitate to contact Gene Miller, of my staff. Gene may be reached at (410) 333-8071.

Charles B. Adams,

Director

cc: Mr. Creston J. Mills, Jr.

Mr. Eugene J. Miller, Jr.



Gene: F41

O. James Lighthizer Secretary Hal Kassoff Administrator

February 20, 1992

Mr. and Mrs. Francis Lemmon 1606A Berwick Court Palm Harbor FL 34684

Dear Mr. and Mrs. Lemmon:

Thank you for your February 11th letter expressing your concern about the proposed widening of I-695, the Baltimore Beltway.

I understand that this was the first notice you received regarding this project and apologize for the sudden concern it has caused you. Due to the fact that this section of the Beltway (from US 40 to I-70) is a relatively recent addition to the project, this is the first time that your property is in the vicinity of the proposed project.

The proposal to add one lane in each direction will be done by a combination of widening and restriping in this section of the project. The road will be widened by 12 feet or less in the section adjacent to Craigmont Road. This widening will be done within existing state-owned right-of-way. Therefore, no property will be purchased to accommodate this, and the location of our property line will not change.

The possibility of installing noise barriers as part of the widening project still exists. A final determination will be made during the final design of the project. This area has been identified as being eligible for barriers based on existing noise levels and also as part of the widening project. At this time we are not constructing noise barrier projects because funding is not available.

The timing of the construction of the widening, and the decision as to whether and when the noise barriers will be constructed, is dependent on the amount of federal and state funds that become available. At this time there is no funding for either the widening or noise barriers. Construction of the widening is not likely to occur sooner than five years from now.

Mr. and Mrs. Francis Lemmon February 20, 1992 Page 2

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by:

Catherine P. Rice

Project Manager

Project Planning Division

LHE:CR:cd

cc: Mr. Charles Adams -





STATE OF MARYLAND DFFICE OF THE GOVERNOR

IN REPLY REFER TO

WILLIAM DONALD SCHAEFER **GOVERNOR**

ANNAPOLIS OFFICE STATE HOUSE ANNAPOLIS, MARYLAND 21401 (301) 974 3901

BALTIMORE OFFICE **ROOM 1513** 301 WEST PRESTON STREET BALTIMORE, MARYLAND 21201 (301) 225-4800

WASHINGTON OFFICE-SUITE 315 444 NORTH CAPITOL STREET, N.W. WASHINGTON, D.C. 20001 (202) 638-2215

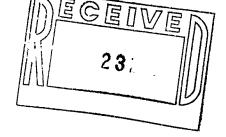
TDD (301) 333-3098

PG-MDOT

March 19, 1992

Mr. William H. Lindsay 125 Dublin Drive Lutherville MD 21093

Dear Mr. Lindsay:



Thank you for your recent letter concerning noise barriers for the Orchard Hills community adjacent to I-695 in Baltimore County.

The entire retrofit noise barrier program, including the project to which you refer, is currently on hold. At this point, it is unclear whether/when the remaining noise retrofit projects might continue. Certainly, this will be influenced by the Department of Transportation's overall funding picture. If the program is re-enacted, I feel the counties should contribute to the cost of noise barriers within their jurisdiction. This cost-sharing concept proved successful in Howard County, where the county contributed one-third of the cost of the I-95 noise barrier at the Timberview community.

I hope this information adequately addresses your concerns. Thank you for bringing them to my attention. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design at (410) 333-8063.

am Janaed Thanke

Sincerely,

cc:

Mr. Charles B. Adams

STATE OF MARYLAND OFFICE OF THE GOVERNOR



IN REPLY REFER TO

WILLIAM DONALD SCHAEFER GOVERNOR

ANNAPOLIS OFFICE STATE HOUSE ANNAPOLIS, MARYLAND 21401 (301) 974 3901

BALTIMORE OFFICE ROOM 1513 301 WEST PRESTON STREET BALTIMORE, MARYLAND 21201 (301) 225-4800

WASHINGTON OFFICE SUITE 315 444 NORTH CAPITOL STREET, N.W. WASHINGTON, D.C. 20001 (202) 638-2215

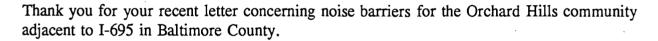
TDD (301) 333-3098

PG-MDOT

March 19, 1992

Mr. and Mrs. Stephen G. Lippy 1323 Warwick Drive Lutherville MD 21093

Dear Mr. and Mrs. Lippy:



The entire retrofit noise barrier program, including the project to which you refer, is currently on hold. At this point, it is unclear whether/when the remaining noise retrofit projects might continue. Certainly, this will be influenced by the Department of Transportation's overall funding picture. If the program is re-enacted, I feel the counties should contribute to the cost of noise barriers within their jurisdiction. This cost-sharing concept proved successful in Howard County, where the county contributed one-third of the cost of the I-95 noise barrier at the Timberview community.

I hope this information adequately addresses your concerns. Thank you for bringing them to my attention. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design at (410) 333-8063.

leave Vanaed Marger

Sincetely,

cc:

Mr. Charles B. Adams





IN REPLY REFER TO

WILLIAM DONALD SCHAEFER GOVERNOR

ANNAPOLIS OFFICE STATE HOUSE ANNAPOLIS, MARYLAND 21401 (301) 974 3901

BALTIMORE OFFICE ROOM 1513 301 WEST PRESTON STREET BALTIMORE, MARYLAND 21201 (301) 225-4800

WASHINGTON OFFICE SUITE 315 444 NORTH CAPITOL STREET, N.W. WASHINGTON, D.C. 20001 (202) 638-2215

TDD (301) 333-3098

PG-MDOT

March 19, 1992

Mr. Frank Lucas 1200 Purdy Court Lutherville MD 21093

Dear Mr. Lucas:

Thank you for your recent letter concerning noise barriers for the Orchard Hills community adjacent to I-695 in Baltimore County.

The entire retrofit noise barrier program, including the project to which you refer, is currently on hold. At this point, it is unclear whether/when the remaining noise retrofit projects might continue. Certainly, this will be influenced by the Department of Transportation's overall funding picture. If the program is re-enacted, I feel the counties should contribute to the cost of noise barriers within their jurisdiction. This cost-sharing concept proved successful in Howard County, where the county contributed one-third of the cost of the I-95 noise barrier at the Timberview community.

I hope this information adequately addresses your concerns. Thank you for bringing them to my attention. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design at (410) 333-8063.

'cam 'snald Mayer

Sincefely,

cc:

Mr. Charles B. Adams √



136

O. James Lighthizer Secretary Hal Kassoff Administrator

March 27, 1992

Mr. Samuel Lyons 106 Scaggsville Road Laurel, Maryland 20723

Dear Mr. Lyons:

Thank you for your recent inquiry concerning any additional right-of way that the State Highway Administration may require from your proposed development due to your efforts to reduce wetland impacts.

Directly adjacent to your property we are proposing a ramp that connects westbound MD 216 to northbound US 29. In our efforts to reduce wetland impacts it became necessary to locate this ramp close to your property. The supporting slopes for this ramp may impact your property. As a result the State Highway Administration may in the future need to purchase a revertible easement for construction. I have attached a plan showing the possible impacts.

Due to the current downturn in the economy the funds for construction and engineering have been put on hold.

Concerning your inquiry on noise abatement for your proposed development of the property located between existing MD 216 and proposed relocated MD 216 in Howard County.

We offer the following:

To be eligible for noise abatement under State highway Administration's policy, a majority of residences in an area must have preceded the Highway Location Approval. This approval for MD 216 was granted by the Federal Highway Administration in 1980. Therefore, your proposed development is not eligible for noise abatement under our policy.

I regret we are unable to provide a more positive response to your inquiry.

My telephone number is 333-1370

Mr. Samuel Lyons March 27, 1992 Page 2

If you have any questions concerning this letter please contact the Project Engineer, Mr. Fred Eisen at (410) 333-1685.

Sincerely

Stephen F. Drumm, Chief Highway Design Division

SFD/FAE/deg cc: Mr. Gene Miller

RECEIVED

APH 1 1992

LANDSCAPE ARCHITECTURE DIVISION



Secretary Hal Kassoff Administrator

O. James Lighthizer



OFFICE OF ENVIRONMENTAL DESIGN

December 6, 1992

Ms. Marcia F. Marks 5317 Cardinal Court Bethesda MD 20816

Dear Ms. Marks:

I am writing to follow-up on the various issues raised at our meeting in October and subsequent discussion since that time.

The last noise measurement studies were performed by your consultant about two years ago. Based on these measurements, this area does not meet the requirements for noise abatement under the State Highway Administration policy. We will arrange to take new noise measurements when highway construction activities cease and normal traffic patterns resume on Massachusetts Avenue. Please advise us when this occurs and you feel we should do this work.

State, County and residential ownership in this area is somewhat complex. Rather than provide you inaccurate information, I have asked our District Right of Way Chief, Mr. Richard M. Ravenscroft, to contact you regarding this matter. Mr. Ravenscroft and his staff will be more than willing to assist you.

Any request to limit or exclude trucks from Massachusetts Avenue should be directed to the District Engineer, Mr. Creston J. Mills, Jr., 9300 Kenilworth Avenue, Greenbelt MD 20770-1403.

Police enforcement for this section of highway falls under the jurisdiction of the Montgomery County Police Department.

Finally, a preliminary analysis of the "Green-Wall" noise barrier indicates success would depend upon a number of factors including species hardiness and disease-resistance, and site conditions such as available sunlight, soil type, and water availability. In addition, a high degree of maintenance would be required. We will continue our investigation by bringing this proposal to the annual conference of the Transportation Research Board Noise Committee. This conference, to be held in January, brings together an international assembly of experts in the field of noise abatement. Hopefully, we'll get some positive feedback.

My telephone number is

Ms. Marcia F. Marks December 6, 1992 Page Two

I trust this information is sufficient for your needs at this time. Meanwhile, if you have any questions or additional thoughts, please do not hesitate to contact me at (410) 333-8071.

Sincerely,

Eugene J. Miller, Jr.

Special Assistant to the Director

Enclosures

cc: Mr. Charles B. Adams

Mr. Creston J. Mills, Jr.

Mr. Richard M. Ravenscroft

Mr. John W. Hett

Mr. Kenneth D. Polcak

Ms. Judy Clark

143

O. James Lighthizer Secretary Hal Kassoff Administrator

OFFICE OF ENVIRONMENTAL DESIGN

October 19, 1992

Ms. Marcia F. Marks 5317 Cardinal Court Bethesda MD 20816

Dear Ms. Marks:

It was a pleasure meeting with you and your neighbors last Friday to discuss the traffic noise situation at your community. I wish all my meetings with Maryland's citizens were as cordial and civil.

First, let me reiterate the criteria that must be met for a community to be considered for noise abatement.

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted (67 decibels or greater)
 residences must have preceded the original construction
 date of the highway;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the noise barrier; and
- funds must be available.

As we discussed last week, this community does not meet the requirement for noise level. In addition, there is some question about how much noise mitigation a wall would provide.

My telephone number is ______

Ms. Marcia F. Marks October 19, 1992 Page Two

In any event, I agreed to do the following:

- check on potential noise reduction if a barrier was constructed.
- forward information on decibel addition. (Enclosed)
- provide information regarding vegetative leaf loss (when our study is completed).
- forward information on various noise abatement wall systems. (Enclosed)
- check right-of-way plats for this area to determine State, County and residential ownership.
- · continue investigation of "Green-Wall."

Based on our current workload, it will take about two months to assemble this information, except for the vegetative study which will not be completed until next summer. In the meantime, if you have any questions or additional thoughts, please do not hesitate to contact me at (410) 333-8071.

Once again, thanks for your efforts and cooperation in this matter.

Sincerely,

Eugene J. Miller, Tr

Special Assistant to the Director

Enclosures

cc: Mr. Charles B. Adams

Mr. Creston J. Mills, Jr.

. Copies for neighborhood attendees



Maryland Department of Transportation

The Secretary's Office

1.45

William Donald Schaefer
Governor

O. James Lighthizer Secretary

Stephen G. Zentz Deputy Secretary

April 3, 1992

Ms. Kathryn Martini 8633 Quentin Avenue Baltimore MD 21234

Dear Ms. Martini:

Thank you for your recent letter to Governor William Donald Schaefer concerning noise barriers for the Oakleigh community adjacent to I-695 in Baltimore County. Governor Schaefer asked me to reply to you on his behalf. I would like to assure you that we certainly appreciate your concerns that a beltway widening project will affect your community in terms of possible increased noise and that you do not want any work done without a barrier.

A timetable for improvements to I-695 has not yet been developed at this time. While it will likely be several years at least before widening I-695 can be initiated, when such a project is undertaken we recognize that noise barriers will have to be considered as part of the widening project.

I hope this information gives you a clearer picture of the situation. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

9 James Lighthizer

Secretary

cc: Mr. Charles B. Adams

The Honorable William Donald Schaefer

STATE OF MARYLAND OFFICE OF THE GOVERNOR



IN REPLY REFER TO PG-MDOT

May 7, 1992

WILLIAM DONALD SCHAEFER GOVERNOR

ANNAPOLIS OFFICE STATE HOUSE ANNAPOLIS. MARYLAND 21401 (301) 974 3901

BALTIMORE OFFICE ROOM 1513 301 WEST PRESTON STREET BALTIMORE, MARYLAND 21201 (301) 225-4800

WASHINGTON OFFICE SUITE 315 444 NORTH CAPITOL STREET, N.W. WASHINGTON, D.C. 2000. (202) 638-2215

TDD (301) 333-3098

Mr. and Mrs. Donald E. Michael 20 Ridgefield Road Lutherville MD 21093

Dear Mr. and Mrs. Michael:

Thank you for your recent letter concerning noise barriers for your community in Lutherville adjacent to I-695 in Baltimore County.

Let me say first that the need for beltway widening has been studied extensively and found to be critical to the transportation needs of this area and the safety of our motorists. At this time, however, a timetable for improvements has not been finalized. Any noise mitigation associated with expansion of the beltway will be considered as part of the improvement project. Communities will be eligible for noise barriers if they meet the criteria established by the State Highway Administration (SHA). It is impossible to predict at this time what funds will be available for the many projects which will be needed to complete the widening work. Please be assured, however, that when beltway improvement projects do advance, we will give every consideration to those communities which meet the SHA noise barrier policy criteria. There is no question about that.

The retrofit noise barrier program, to which you refer and which includes your community, is currently on hold due to the unavailability of funds. At this point, it is unclear whether and when the remaining noise retrofit projects might continue. Certainly, this will be influenced by the Department of Transportation's overall funding picture. In addition, it is felt that the counties should contribute to the cost of noise barriers within their jurisdiction. This cost-sharing concept proved successful in Howard County, where the county contributed one-third of the cost of the I-95 noise barrier at the Timberview community.

I hope this information adequately addresses your concerns. Thank you for bringing them to my attention. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of the SHA's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

/S/

Governor

bcc: Mr. Hal Kassoff

Secretary O. James Lighthizer

Mr. Charles R. Olsen

Mr. Jeff Stone

cc: Mr. Charles B. Adams



Maryland Department of Transportation

The Secretary's Office

147

William Donald Schaefer Governor

O. James Lighthizer Secretary

Stephen G. Zentz
Deputy Secretary

April 3, 1992

Ms. Margaret B. Miller 8704 Eddington Road Baltimore MD 21234

Dear Ms. Miller:

Thank you for your recent letter to Governor William Donald Schaefer concerning noise barriers for the Oakleigh community adjacent to I-695 in Baltimore County. Governor Schaefer asked me to reply to you on his behalf. I would like to assure you that we certainly appreciate your concerns that a beltway widening project will affect your community in terms of possible increased noise and that you do not want any work done without a barrier.

A timetable for improvements to I-695 has not yet been developed at this time. While it will likely be several years at least before widening I-695 can be initiated, when such a project is undertaken we recognize that noise barriers will have to be considered as part of the widening project.

I hope this information gives you a clearer picture of the situation. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

O. James Lightherer

Secretary

cc:

Mr. Charles B. Adams

The Honorable William Donald Schaefer



O. James Lighthizer Secretary Hal Kassoff Administrator

June 17, 1992

Mr. Gary V. Morden 1323 Malbay Drive Lutherville MD 21093

Dear Mr. Morden:

Thank you for your letter concerning noise barriers in the vicinity of the Orchard Hills community along the Baltimore Beltway.

A timetable for beltway improvements has not yet been finalized. The project has just entered the final design phase, during which, further studies will be conducted to determine which areas meet all the criteria established by the State Highway Administration (SHA) for noise barriers. Your community was identified in the recently completed project planning phase as eligible for further study for noise barriers.

I regret that at this time I do not have more detailed information to give to you concerning this issue; however, if you have any further questions or comments concerning the project please feel free to contact the project manager, Mr. Robert Sanders. Bob's phone number is 333-1106.

Very truly yours,

Louis H. Ege, Jr. Deputy Director Office of Planning and Preliminary Engineering

Robert K. Project Manager

Project Planning Division

LHE: RKS: sh

Mr. Charles B. Adams

Mr. Neil J. Pedersen

410-333-1106

My telephone number is _





IN REPLY REFER TO

PG-MDOT

February 28, 1992

Mr. Gary V. Morden 1323 Malbay Drive Lutherville MD 21093

Dear Mr. Morden:

WILLIAM DONALD SCHAEFER
GOVERNOR

ANNAPOLIS OFFICE STATE HOUSE ANNAPOLIS, MARYLAND 21401 (301) 974 3901

BALTIMORE OFFICE ROOM 1513 301 WEST PRESTON STREET E-LTIMORE, MARYLAND 21201 (301) 225-4800

WASHINGTON OFFICE SUITE 315 441 "ICRTH CAPITOL STREET, N W. WASHINGTON, D.C. 20001 (202) 638-2215

TDD (301) 333-3098

Thank you for your recent letter concerning noise barriers for the Orchard Hills community adjacent to I-695 in Baltimore County.

A timetable for improvements to the beltway has not been developed at this time. Any noise mitigation associated with expansion of the beltway will be considered as part of the improvement project. Communities will only be eligible for noise barriers if they meet all of the criteria established by the State Highway Administration (SHA).

The entire retrofit noise barrier program, including the project to which you refer. is currently on hold. At this point, it is unclear whether and when the remaining noise retrofit projects might continue. Certainly, this will be influenced by the Department of Transportation's overall funding picture, which is a matter before the General Assembly. In addition, I feel the counties should contribute to the cost of noise barriers within their jurisdiction. This cost-sharing concept proved successful in Howard County, where the county contributed one-third of the cost of the I-95 noise barrier at the Timberview community.

I hope this information adequately addresses your concerns. Thank you for bringing them to my attention. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of the SHA's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

Governor

cc: Mr. Charles B. Adams



150

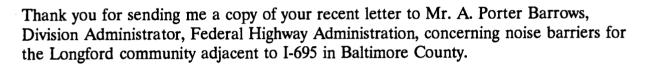
O. James Lighthizer Secretary

Hal Kassoff Administrator

February 20, 1992

Ms. Sheryl Morris 847 Kellogg Road Lutherville MD 21093

Dear Ms. Morris:



A timetable for future beltway improvements has not been developed at this time. However, it will likely be several years before widening of I-695 can be initiated. Any noise mitigation associated with expansion of the beltway will be considered as part of the improvement project. Communities will be eligible for noise barriers if they meet the criteria established by the State Highway Administration. A conclusive determination of eligibility cannot be made until final design of beltway improvements is undertaken.

The retrofit noise barrier program to which you refer is currently on hold. At this point, it is unclear whether and when the remaining noise retrofit projects might continue. Certainly, this will be influenced by the Department of Transportation's overall funding picture, which is a matter before the General Assembly. The nine remaining retrofit projects can only proceed with a state revenue increase coupled with local participation in the funding. A model cost-sharing concept was used in Howard County, where the county contributed one-third of the cost of the I-95 barrier at the Timberview community.

I hope this information adequately addresses your concerns. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of State Highway Administration's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely

Hal Kassoff
Administrator

cc: Mr. Charles B. Adams

My telephone number is ______333-1111



O. James Lighthizer Secretary Hal Kassoff Administrator

November 23, 1992

Ms. Claudia A. Mouery
Cromwood, Covertry and Satyr Hill
Community Association
8711 Jenifer Road
Baltimore 21234

Dear Ms. Mouery:

I am writing in response to your recent letter to me requesting information on the six Type II sound barrier projects on I-695.

Detailed design and construction schedules are being developed and should be available shortly. Federal money which will be used for these projects will become available as follows:

Federal	FY 1992	\$1,912,000
	FY 1993	\$4,398,000
	FY 1994	\$4,397,000
	FY 1995	\$4,398,000
	FY 1996	\$4,397,000
	FY 1997	<u>\$4,398,000</u>
	TOTAL	\$23.9 Million

As the information is developed concerning schedules, we will contact you. In the meantime, if you have any questions, please do not hesitate to contact me at 333-8063.

Director

Sincerely,

Office of Environmental Design

cc: Gene Miller

My telephone number is _____

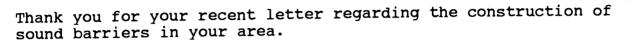


O. James Lighthizer Secretary
Hal Kassoff
Administrator

March 11,

Ms. Claudia A. Mouery 8711 Jenifer Road Baltimore MD 21234

Dear Ms. Mouery:



As you are aware, an environmental document was recently completed which addresses future improvements to the Baltimore Beltway. The scope of the work to be done will include widening, bridge replacement/rehabilitation, interchange modifications, and safety improvements. Noise barriers have been examined for communities adjacent to these improvements, and have been recommended for further study in areas which qualify.

Your area was analyzed and found to be qualified for further noise barrier investigation in conjunction with widening improvements. The environmental document (Finding of No Significant Impact) is available at your local library for your review. In that document, on page III-84, three (3) noise receptor sites were evaluated in your community: Eddington Road, Wayne Avenue, and Oakleigh Road. Your community will be given the same level of consideration as any of the other qualifying sites listed in the document.

At this time, only limited funding is available to proceed with design and construction of the improvements which are identified in the environmental document. These funding limitations are requiring us to prioritize elements within the project limits which would offer the greatest transportation and safety benefits. Barriers will be studied further in areas where Beltway widening is being done, at sites, such as yours, where barriers meet the qualifying criteria.

There is no guarantee that widening will occur in the section of the Beltway adjacent to your community in the near future. This section may be deferred until a later date when additional funds become available; however, when the decision is made to proceed with Beltway widening in your area, noise barriers will be examined further as part of the design process.

410-333-1106

My telephone number is _

Ms. Claudia A. Mouery March 11, 1992 Page 2

If you have any other questions with regard to this matter, please contact the project manager, Mr. Robert Sanders. Bob's telephone number is (410) 333-1106.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by:

Robert K. Sanders Project Manager

Project Planning Division

LHE:RKS:ds

cc: Mr. Neil J. Pedersen Mr. Charles Adams



O. James Lighthizer Secretary
Hal Kassoff
Administrator

February 11, 1992

Ms. Claudia A. Mouery 8711 Jennifer Road Baltimore MD 21234

Dear Ms. Mouery:

Thank you for your recent letter concerning noise barriers for the Cromwood, Coventry and Satyr Hills communities adjacent to the Beltway (I-695).

The initial statewide survey of potential noise abatement areas was performed in the late 1970's. By 1982, the priority list of retrofit projects was formulated and priorities established. Our records indicate the first inquiry from your area was received in 1985. Subsequent noise measurements taken in this area indicated that too few homes were impacted above the noise threshold level to meet the reasonable-cost criterion. We continued to monitor the area and by 1988 determined noise levels had increased and the area probably would now meet all the warrants for noise barriers. It must be pointed out that for any area, reasonable cost cannot be determined precisely until final engineering work is performed.

A reduction in Federal funds in 1986 jeopardized the entire retrofit noise abatement program. It was decided not to add projects to the original list to avoid raising hopes which might not be fulfilled. This was a prudent decision because the economic downturn has halted all retrofit barrier activity and there are still nine projects remaining on the original list.

A timetable for improvements to I-695 has not been developed at this time. While it will likely be several years at least before widening I-695 can be initiated, when such a project is undertaken we recognize that noise barriers will have to be considered as part of the widening project.

I hope this information describes the noise abatement situation as it relates to your community. If you wish to discuss this matter further, please do not hesitate to contact Mr. Charles B. Adams, Director of our Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely

Hal Kassoff Administrator

cc: Mr. Charles B. Adams

My telephone number is _____

153



IN REPLY REFER TO

PG-MDOT

October 26, 1992

WILLIAM DONALD SCHAEFER GOVERNOR

ANNAPOLIS OFFICE STATE HOUSE ANNAPOLIS, MARYLAND 21401 (301) 974 3901

BALTIMORE OFFICE ROOM 1513 301 WEST PRESTON STREET BALTIMORE, MARYLAND 21201 (301) 225-4800

WASHINGTON OFFICE SUITE 215 SUITE 215 414 NORTH CAPITOL STREET, N W WASHINGTON, D C 2020 (202) 638-2215 (202) 638-2215

TDD (301) 333-3098

Mr. David F. Murray, P.E. President
Ben Dyer Associates, Inc.
8100 Professional Place
Post Office Box 1450
Landover MD 20785-0450

Dear Mr. Murray:

Thank you for your recent letter expressing your opposition to construction of a noise-type barrier adjacent to the Capital Beltway at the Birchwood City community in Oxon Hill. I understand your viewpoint in this matter, but let me explain why this project was advanced.

The Birchwood City community qualified a number of years ago under all the State's noise barrier eligibility criteria. A reduction in federal funds beginning in the mid-1980's curtailed the advancement of the Noise Abatement Program.

Based upon the safety problem, Prince George's County and Maryland Department of Transportation officials agreed to share in the cost of this project. However, recognizing that eventually a noise barrier would have been implemented, I decided to expedite the project so that lives could be saved in an area where people have been killed. I have also stressed the importance of community education and personal responsibility in addressing pedestrian safety.

I hope this explanation clarifies our decision to advance this project.

Sincerely,

/S/

Governor

bcc:

Mr. Charles B. Adams v

Mr. Hal Kassoff

Secretary O. James Lighthizer

Mr. Tom Osborne Mr. Jeff Stone



Maryland Department of Transportation

The Secretary's Office

William Donald Schaefer Governor
O. James Lighthizer Secretary
Stephen G. Zentz

Deputy Secretary

July 21, 1992

Ms. Alise McCutchen 1931 Marconi Circle Annapolis MD 21401-6940

Dear Ms. McCutchen:

Thank you for your recent letter concerning noise barriers for the Heritage Harbour community located adjacent to US 50 in Anne Arundel County.

I certainly understand your concern about the improvements to US 50 which are currently underway. Let me explain the State Highway Administration's (SHA) position in this matter relative to noise barriers.

For a community to be considered for noise abatement, <u>all</u> of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted (67 decibels or greater) residences must have preceded the date of highway location approval;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the noise barrier; and
- funds must be available.

These criteria were established to provide a fair and equitable method of determining where noise barriers should be considered and constructed. There are many more requests for noise mitigation than we have the resources to address.

When location approval was received by SHA in 1981 for improvements to US 50, the majority of homes in this community had not yet been constructed. Based on this criterion, Heritage Harbour is not eligible for noise barriers. Since there was such a long

Mu talanhana n	umber is (301)	
	TTY For the Deaf: (301) 684-6919	

Ms. Alise McCutchen July 21, 1992 Page Two

delay between location approval and actual reconstruction of US 50, there seems to be an assumption by some residents that noise barriers should be included as part of the highway construction. Unfortunately, this is not the case.

In 1990, at the request of Delegate Marsha Perry, extensive noise studies were performed to calculate the overall impact on this community since additional homes had been built by this time. These studies concluded that only three homes in the community were impacted above the 67 decibel threshold. Noise levels at your residence were determined to be 60 decibels. This does not mean it isn't noisy at your home, only that noise levels are well below the impact threshold.

In addition, noise prediction modelling was performed to determine what the future noise levels will be in the design year 2006. These predicted noise levels are used to determine the cost per residence for noise barriers. It was calculated that only three additional residences in Heritage Harbour will be impacted by the year 2006 for a total of six in this community. Dividing this number into the cost of a noise barrier amounts to a per residence cost of over \$100,000, far exceeding the reasonable cost per residence of \$40,000 under SHA's policy.

Included in the construction contract for the improvements to US 50, are plans for an extensive landscape planting to enhance the highway corridor and help buffer adjacent communities from the traffic. While this won't significantly reduce noise levels, it will provide much psychological relief to the residents living closest to the highway.

I regret we are unable to provide a more positive response to your concerns, but hope this information clearly presents the reasons for the State's position in this matter. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of SHA's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

O. James Lighthizer

Secretary

cc:

Mr. Charles B. Adams



O. James Lighthizer-Secretary
Hal Kassoff
Administrator

Office of District Engineer State Highway Administration 9300 Kenilworth Avenue Greenbelt, Maryland 20770

June 8, 1992

Mr. Hong A. McGill 2100 Coleridge Drive Silver Spring MD 20910

Dear Mr. McGill:

Thank you for your letter regarding the construction of a noise barrier along I-495 in the vicinity of your home on Coleridge Drive.

The State Highway Administration (SHA) has adopted the following criteria for noise abatement projects:

- Noise levels must exceed the impact threshold level of 67 decibels (dbA);
- The dwellings must have been in existence prior to the highway;
- . A feasible method is available to reduce the noise;
- Seventy-Five percent (75%) of the affected residents must favor the project; and
- Funds must be available.

I must be candid, and tell you that my assessment of a noise abatement project at your location is "extremely" remote. Funding for noise abatement projects has been reduced in recent years and the future of our noise program is in doubt. We are making no new commitments for noise barriers, since the existing list of approved locations far exceeds available or anticipated revenues.

Mr. Hong A. McGill June 8, 1992 Page 2

I regret not being able to provide you with more positive information, and if you still feel a meeting to review your conditions is appropriate, I will be happy to do so. Please call me at your convenience.

Sincerely,

Creston J. Mills, Jr. District Engineer

CJM:lc

cc: Mr. Charles B. Adams

160



IN REPLY REFER TO PG-MDOT

WILLIAM DONALD SCHAEFER
GOVERNOR

ANNAPOLIS OFFICE STATE HOUSE ANNAPOLIS, MARYLAND 21401 (301) 974 3901

BALTIMORE OFFICE ROOM 1513 301 WEST PRESTON STREET BALTIMORE, MARYLAND 21201 (301) 225-4850

WASHINGTON OFFICE SUITE 315 442 NORTH CAPITOL STREET. N W WASHINGTON D C 20001 (202) 638-2215

TOO (301) 333-3098

October 28, 1992

Rabbi Herman N. Neuberger Ner Israel Rabbinical College Mount Wilson Lane Baltimore MD 21208

Dear Rabbi Neuberger:

Thank you for your recent letter about noise abatement at the Talmudical Academy, and your kind remarks about my efforts to improve education in Maryland.

I am pleased that Baltimore County has made the commitment to provide its share of funding for this worthwhile project. I have asked State Highway Administrator Hal Kassoff to contact you directly regarding both the state's share and the county's contribution.

Again, thank you for writing and sharing your thoughts with me. I am happy we could assist in the effort to improve conditions at the Academy. I am sure the quality of education will be enhanced when the noise abatement project is complete. If you have any further questions, please feel free to contact Mr. Kassoff at (410) 333-1111.

Sincerely,

/S/

Governor

cc: Mr. Hal Kassoff

bcc: Mr. Charlie Adams ✓

Mr. Arthur Hilsenrad

Secretary O. James Lighthizer

Mr. Jeff Stone



O. James Lighthizer Secretary Hal Kassoff Administrator

June 17, 1992

Mr. and Ms. Charles Nolan 111 Dublin Drive Lutherville MD 21093

Dear Mr. and Ms. Nolan:

Thank you for your letter concerning noise barriers in the vicinity of the Orchard Hills community along the Baltimore Beltway.

A timetable for beltway improvements has not yet been finalized. The project has just entered the final design phase, during which, further studies will be conducted to determine which areas meet all the criteria established by the State Highway Administration (SHA) for noise barriers. Your community was identified in the recently completed project planning phase as eligible for further study for noise barriers.

I regret that at this time I do not have more detailed information to give to you concerning this issue; however, if you have any further questions or comments concerning the project please feel free to contact the project manager, Mr. Robert Sanders. Bob's phone number is 333-1106.

Very truly yours,

Louis H. Ege, Jr. Deputy Director Office of Planning and Preliminary Engineering

by:

Robert K. Sanders

Project Manager

Project Planning Division

LHE:RKS:sh

Mr. Charles B. Adams

Mr. Neil J. Pedersen

410-333-1106z



IN REPLY REFER TO PG-MDOT

February 28, 1992

Mr. and Mrs. Charles E. Nolan 111 Dublin Drive Lutherville MD 21093

Dear Mr. and Mrs. Nolan:

WILLIAM DONALD SCHAEFER GOVERNOR

ANNAPOLIS OFFICE STATE HOUSE ANNAPOLIS, MARYLAND 21201 (301) 974 3901

BALTIMORE OFFICE ROOM 1513 301 WEST PRESTON STREET BALTIMORE, MARYLAND 21201 (301) 225-4800

WASHINGTON OFFICE SUITE 315 444 NORTH CAPITOL STREET. N W WASHINGTON, D.C. 2000 (202) 638-2215

TDD (301) 333-3098

Thank you for your recent letter concerning noise barriers for the Orchard Hills community adjacent to I-695 in Baltimore County.

A timetable for improvements to the beltway has not been developed at this time. Any noise mitigation associated with expansion of the beltway will be considered as part of the improvement project. Communities will only be eligible for noise barriers if they meet all of the criteria established by the State Highway Administration (SHA).

The entire retrofit noise barrier program, including the project to which you refer, is currently on hold. At this point, it is unclear whether and when the remaining noise retrofit projects might continue. Certainly, this will be influenced by the Department of Transportation's overall funding picture, which is a matter before the General Assembly. In addition, I feel the counties should contribute to the cost of noise barriers within their jurisdiction. This cost-sharing concept proved successful in Howard County, where the county contributed one-third of the cost of the I-95 noise barrier at the Timberview community.

I hope this information adequately addresses your concerns. Thank you for bringing them to my attention. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of the SHA's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

Governor

cc:

Mr. Charles B. Adams V



O. James Lighthizer Secretary
Hal Kassoff
Administrator

October 1, 1992

Ms. Pam C. O'Neill 10710 Pine Haven Terrace Rockville MD 20852

Dear Ms. O'Neill:

Thank you for your recent letters and petitions regarding the widening of the I-270 east spur adjacent to your home. We appreciate your concern regarding the noise levels along this section of highway.

The feasibility of providing noise barriers as part of the widening was studied extensively during the environmental assessment phase of the project. In projects that involve improvements to an existing highway, <u>all</u> of the following criteria must be satisfied for an area to be considered for noise barriers:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted (67 decibels or greater) residences must have preceded the date of highway location approval;
- a five (5) decibel increase in noise levels, or a significant physical impact to the existing conditions must occur as a result of the highway improvement;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the noise barrier; and
- funds must be available.

Ms. Pam C. O'Neill October 1, 1992 Page Two

The intent of the SHA noise abatement program is to mitigate noise where the highway project impacts adjacent development in a significant way. The environmental studies determined that noise levels would not increase significantly at Timberlawn as a result of the widening of the I-270 east spur. It requires a doubling of traffic to increase noise levels three decibels, a difference that is barely discernable to the human ear. In this case, two additional lanes will not cause traffic to double and because the widening will occur in the median, the anticipated noise level increase will be a maximum of 1-2 decibels. In addition, there will be no physical impact to the roadsides due to the construction activities.

We have offered to meet with the officers of the Timberlawn South/Tuckerman Walk Homeowners Association to discuss this matter. The meeting will be held later this month; you may wish to speak with these representatives to convey your concerns.

In the meantime, if you have any questions, please feel free to call Charlie Adams, Director of our Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely

Hal Kassoff Administrator

cc: Mr. Charles B. Adams



O. James Lighthizer Secretary Hal Kassoff Administrator

November 18, 1992

Mr. Michael A. Orona Property Manager Condominium Management Inc. 8720 Georgia Avenue, Suite 700 Silver Spring MD 20901

Dear Mr. Orona:

Thank you for your recent letter regarding the widening of the I-270 east spur adjacent to the Grosvenor Park Townhouse Condominiums. We appreciate your concern regarding the noise levels along this section of highway.

The feasibility and reasonableness of providing noise barriers as part of the widening were studied extensively during the environmental assessment phase of the project. In projects that involve improvements to an existing highway, <u>all</u> of the following criteria must be satisfied for an area to be considered for noise barriers:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted (67 decibels or greater) residences must have preceded the date of highway location approval;
- a five (5) decibel increase in noise levels, or a significant physical impact to the existing conditions must occur as a result of the highway improvement;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the noise barrier; and
- funds must be available.

Mr. Michael A. Orona November 18, 1992 Page Two

The intent of the SHA noise abatement program is to mitigate noise where the highway project impacts adjacent development in a significant way. The environmental studies determined that noise levels would not increase significantly at Grosvenor Park as a result of the widening of the I-270 east spur. It requires a doubling of traffic to increase noise levels three decibels, a difference that is barely discernable to the human ear. In this case, two additional lanes will not cause traffic to double and because the widening will occur in the median, the anticipated noise level increase will be a maximum of 1-2 decibels. In addition, there will be minimal physical impact to the roadsides due to the construction activities.

I regret we are unable to offer a more positive reply to your inquiry. If you have any questions or wish to discuss the matter further, please feel free to call me at (410) 333-8063.

Sincerel

Charles B. Adams

Director

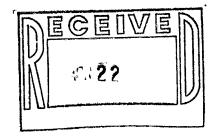
Office of Environmental Design

cc:

Mr. Creston J. Mills, Jr.

Mr. Gene Miller

Charles adams, SHA 167 312



April 20, 1992

IR-695-6(236)38
Longford Community Association

and the state of t

Mr. Robert M. Paff President, Longford Community Association P.O. Box 4055 Lutherville, Maryland 21093

Dear Mr. Paff:

This is to formally respond to your letters dated January 17, 29, and 31 concerning the proposed widening of I-695 (Baltimore Beltway) adjacent to the Longford community. We apologize for the delay in our response.

As we discussed with you during our meeting on January 29, the Federal Highway Administration (FHWA) does not have authority to decide which highway projects are constructed or when they may be constructed. Federal law reserves that responsibility and authority to the States. They, in cooperation with local elected officials, plan, design and construct and select projects of Federal funding by priority. We review the State's work to make sure it satisfactorily meets applicable Federal requirements and provide technical assistance and grant approvals at key stages of project development.

On November 15, 1991, we approved the Finding of No Significant Impact (FONSI) for proposed improvements to the Beltway from MD 140 to MD 702. The selected alternative provides for widening and interchange improvements. Due to the high cost and complexity of these improvements, projects will be developed and constructed over many years. The State Highway Administration (SHA) is in the process of preparing a priority list of projects which will then be advanced into final design.

As we discussed during our meeting, the SHA conducted noise studies along the Beltway, including the Longford community. The results are documented in the FONSI. Based on those studies, your community meets the basic criteria, including cost reasonableness, for a noise barrier, as a result of the proposed widening project. This conclusion is based on the preliminary site information

2.

available during the study. The analysis will be revisited again during final design to ensure that the information and assumptions used are correct. Based on past experience, these preliminary noise analyses are quite reliable. However, we do not know at this time when SHA will advance to constructing the area of the Beltway adjacent to the Longford community.

You also asked if the noise barrier could be constructed in advance of widening the Beltway. We wrote to Mr. Hal Kassoff to ascertain SHA's position, since such noise barrier project (Type II) is strictly an optional decision by the SHA. Mr. Kassoff's March 11, 1992, response letter is enclosed for your information. As the letter explains, and as we understand from further discussions with SHA staff, a noise barrier could be built as a Type II if Baltimore County agrees to a cost-sharing arrangement as was used to build the Type II noise barrier along I-95 in Howard County at the Timberview community.

Based on the above, we encourage you to continue to work with SHA and elected officials to resolve your concerns. We will ensure, however, if a noise barrier is not built in advance of the Beltway widening that full consideration is given to the noise concerns of the Longford community as the SHA advances the project toward construction.

Sincerely yours,

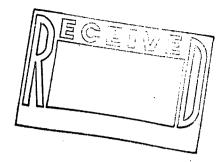
GEORGE K. FRICK, JR.

A. P. Barrows Division Administrator

Enclosure

cc:
Hal Kassoff, SHA, 400
Neil Pedersen, SHA, 401
Charles Adams, SHA, 312
George Frick
Porter Barrows
Jerry Barkdoll
District B
Herman Rodrigo

H.Rodrigo:jeh 4/20/92 disk 4:paff.hr



February 28, 1992

Mr. Robert M. Paff
President
The Longford Community Association, Inc.
P.O. Box 4055
Lutherville MD 21093

Dear Mr. Paff:

Thank you for your follow-up letter concerning noise barriers for the Longford community adjacent to I-695 and I-83 in Baltimore County.

The primary concern of your community seems to be whether or not noise barriers for the Longford community will be included as part of any future widening of the beltway. Let me address this first.

As you are aware, a timetable for improvements to the beltway has not been set. At this time it is not possible to foretell what funds will be available for the numerous projects needed to achieve the widening work. We do estimate that the beltway improvements will cost more than the available funds. Thus, we cannot say with absolute certainty at this time whether or when noise barriers will be provided in connection with widening the beltway. I want to assure you, however, when beltway improvement projects do advance, every consideration will be given to those communities which currently satisfy the SHA retrofit noise barrier policy criteria.

Let me now speak to the retrofit element of our noise abatement program. This element has always been voluntary among the states. No federal directives require states to construct retrofit barriers and, in fact, most states opted to not participate in this approach. Recently, the State of Michigan abandoned its retrofit program because of insufficient funds. The original intent for Maryland was to implement a program which would provide noise abatement for only those communities, including Longford, which had been impacted by initial construction of the Interstate System. Based on anticipated funding, a priority list and timetable were developed by the early 1980's. When federal funds were cut in 1986, the entire retrofit program came to an abrupt halt. At this time, we simply do not have the funds to continue the retrofit program; hence, the cost-sharing strategy emerged which was first done with Howard County for the Timberview community. The Timberview project departed from the norm in that Howard County was the first local jurisdiction willing to participate financially in the noise barrier program, recognizing the local land use benefits involved.

Mr. Robert M. Paff February 28, 1992 Page Two

I regret we cannot offer you a more positive reply at this time. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of the Office of Environmental Design. He may be reached at (410) 333-8063.

Sincerely,

Hal Kassoff Administrator

cc: Mr. Charles B. Adams

bcc: Mr. Eugene J. Miller, Jr.

Dictated by E. Miller, Jr., OED - X8071

Deputy Secretary



Maryland Department of Transportation

The Secretary's Office

Governor

O. James Lighthizer
Secretary
Stephen G. Zentz

William Donald Schaefer

February 21, 1992

Mr. Robert M. Paff
President
The Longford Community Association, Inc.
P.O. Box 4055
Lutherville MD 21093

Dear Mr. Paff:

Thank you for a copy of your recent letter and petition addressed to Mr. A. Porter Barrows, Division Administrator, Federal Highway Administration, concerning noise barriers for the Longford community adjacent to I-695 in Baltimore County.

A timetable for improvements to the beltway has not been developed at this time. Any noise mitigation associated with expansion of the beltway will be considered as part of the improvement project. Communities will only be eligible for noise barriers if they meet all of the criteria established by the State Highway Administration.

The retrofit noise barrier program to which you refer is currently on hold. At this point, it is unclear whether and when the remaining noise retrofit projects might continue. Certainly, this will be influenced by the Department of Transportation's overall funding picture, which is a matter before the General Assembly.

I hope this information adequately addresses your concerns. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director, State Highway Administration Office of Environmental Design. Mr. Adams can be reached at (410) 333-8063.

Sincerely,

) James Lighthizer

Secretary

cc: Mr. Charles B. Adams

859-7600

My telephone number is (301)-



O. James Lighthizer Secretary Hal Kassoff Administrator

January 29, 1992

Mr. Robert M. Paff
President
Longford Community Association
Franklin/Morris Associates
7 East Redwood Street Suite 1900
Baltimore MD 21202

Dear Mr. Paff:

Thank you for your recent letter concerning noise barriers for the Longford community adjacent to I-695 and I-83 in Baltimore County.

There seems to be some confusion concerning the availability of monies to construct noise barriers in this area. The \$30 million allocated under the Intermodal Surface Transportation Efficiency Act (ISTEA) is mandated for improvements to the Baltimore Beltway from Reisterstown Road to MD 702 in Essex. This will allow for critical widening and safety-related projects in this corridor.

The remainder of Maryland's allotment of federal transportation funds is another matter. The new legislation bears little resemblance to past Federal aid programs. We are currently working to determine the intent of the legislation and to develop priorities based on needs and resources. Please keep in mind, as I mentioned to you in my letter dated November 14, 1991, that remaining noise retrofit projects can only proceed if there is a State revenue increase and if local governments are willing to share in the cost of these projects. The new ISTEA provides Federal funds for transportation projects, but there are neither sufficient Federal funds nor State funds to meet all of our needs.

I regret I am unable to provide a more positive response to your inquiry, but hope this clarifies our current thinking. If you wish to discuss this matter further, please do not hesitate to contact Mr. Charles B. Adams, Director, Office of Environmental Design. Mr. Adams may be reached at 333-8063.

Sincerely

Hal Kassoff Administrator

cc: Mr. Charles B. Adams

STATE OF MARYLAND OFFICE OF THE GOVERNOR



IN REPLY REFER TO PG-MDOT

February 13, 1992

Mr. Garry Palleschi JTE, Inc. 10109 Giles Run Road Lorton VA 22079 DECE IVE
- 4 1932

WILLIAM DONALD SCHAEFER GOVERNOR

ANNAPOLIS OFFICE STATE HOUSE ANNAPOLIS, MARYLAND 21401 (301) 974 3901

BALTIMORE OFFICE ROOM 1513 301 WEST PRESTON STREET BALTIMORE. MARYLAND 21201 (301) 225-4800

WASHINGTON OFFICE SUITE 315 444 NORTH CAPITOL STREET. N WASHINGTON. D C 20001 (202) 638-2215

TDD (301) 333-3098

Dear Mr. Palleschi:

Thank you for your recent letter concerning the forthcoming US 50 highway project, which includes a sole-source provision for the noise abatement walls.

I appreciate your concerns about allowing a sole-source provider for the project. In order to avoid even the appearance of unfair competition, the State Highway Administration (SHA) will amend the contract to permit an alternate source of supply for the noise walls.

Any alternative must match the existing walls on US 50 in appearance, color, and acoustic absorption properties. This is a key element since the noise walls will be an extension of previously constructed portions. SHA will be strict in this regard.

I hope this adequately addresses the concerns you raised. Thank you for your interest in this project and your concern for the citizens of Maryland.

Sincerely,

/S/

Governor

bcc: Mr. Charles B. Adams

Mr. Hal Kassoff

Secretary O. James Lighthizer

Mr. Eugene J. Miller

Mr. Charles R. Olsen

Mr. Jeff Stone



IN REPLY REFER TO **PG-MDOT**

WILLIAM DONALD SCHAEFER GOVERNOR

ANNAPOLIS OFFICE STATE HOUSE ANNAPOLIS, MARYLAND 21401 (301) 974 3901

BALTIMORE OFFICE **BOOM 1513** 301 WEST PRESTON STREET BALTIMORE, MARYLAND 21201 (301) 225-4800

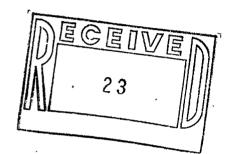
WASHINGTON OFFICE SUITE 315 444 NORTH CAPITOL STREET, N.W. WASHINGTON, D.C. 20001 (202) 638-2215

TDD (301) 333-3098

March 19, 1992

Mr. and Mrs. Edward C. Pfaff 1211 Malbay Drive Lutherville MD 21093

Dear Mr. and Mrs. Pfaff:



Thank you for your recent letter concerning noise barriers for the Orchard Hills community adjacent to I-695 in Baltimore County.

The entire retrofit noise barrier program, including the project to which you refer, is currently on hold. At this point, it is unclear whether/when the remaining noise retrofit projects might continue. Certainly, this will be influenced by the Department of Transportation's overall funding picture. If the program is re-enacted, I feel the counties should contribute to the cost of noise barriers within their jurisdiction. This cost-sharing concept proved successful in Howard County, where the county contributed one-third of the cost of the I-95 noise barrier at the Timberview community.

I hope this information adequately addresses your concerns. Thank you for bringing them to my attention. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design at (410) 333-8063.

\$incerely,

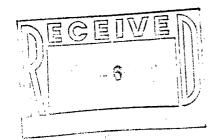
cc:

Youard Marge Mr. Charles B. Adams



Montgomery County Covernment

March 31, 1992



Ms. Eileen H. Pierce Bradley Boulevard Citizens Association 6817 Bradley Boulevard Bethesda, Maryland 20817

Dear Ms. Pierce:

This is in response to your letter of 22 March in which you asked for sound-barriers along sections of I-495 between Bradley Boulevard and Fernwood Road. As you recall you and I discussed this matter last year when I forwarded your request to the State Highway Administration. On April 30, 1991, the State Highway Administration responded saying they could not support an extension of the area included in the Montgomery County Bill 75-90. I have enclosed a copy of this correspondence for your information.

While we are sympathetic to your concerns; the State Highway Administration is the decision maker on this issue. You may want to contact them directly. I am sorry that I could not be more helpful.

Sincerely,

Original Signed By
JOHN J. CLARK

John J. Clark, Director Office of Planning and Project Development

JJC:bka:8296U

Attachment

cc: Senator Howard Denis, w/attachment

Mr. Hal Kassoff, SHA, w/attachment Mr. Charles Adams, SHA, w/attachment

Mr. Ben Bialek, County Council, w/attachment Congresswoman Constance Morella, w/attachment



Maryland Department of Transportation

The Secretary's Office

William Donald Schaefer Governor

O. James Lighthizer Secretary

Stephen G. Zentz Deputy Secretary

April 3, 1992

Ms. Francis J. Pignataro 8714 Eddington Road Baltimore MD 21234

Dear Ms. Pignataro:

Thank you for your recent letter to Governor William Donald Schaefer concerning noise barriers for the Oakleigh community adjacent to I-695 in Baltimore County. Governor Schaefer asked me to reply to you on his behalf. I would like to assure you that we certainly appreciate your concerns that a beltway widening project will affect your community in terms of possible increased noise and that you do not want any work done without a barrier.

A timetable for improvements to I-695 has not yet been developed at this time. While it will likely be several years at least before widening I-695 can be initiated, when such a project is undertaken we recognize that noise barriers will have to be considered as part of the widening project.

I hope this information gives you a clearer picture of the situation. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

O. James Lighthizer

Secretary

Mr. Charles B. Adams cc:

The Honorable William Donald Schaefer

859-7600



177

O. James Lighthizer Secretary Hal Kassoff

April 16, 1992



Ms. Barbara Poniatowski
President, Dulaney Valley
Improvement Association
Post Office Box 102
Lutherville MD 21093

APR 17 1992

Dear Ms. Poniatowski:

Thank you for your recent letter regarding the project planning study for the Baltimore Beltway (I-695) from MD 140 to MD 702.

As you are aware, a time table for improvements to the Beltway has not been set. It is impossible to predict at this time what funds will be available for the many projects which will be needed to complete the widening work. Please be assured, however, that when Beltway improvement projects do advance, we will give every consideration to those communities which meet the State Highway Administration's (SHA) noise barrier policy criteria.

In the environmental studies performed as part of the project planning process for the improvements to the Beltway, your community was identified as meeting the criteria for noise abatement. The area meets the criteria for noise level, date of construction and reasonable cost under the noise abatement program.

As you mentioned, the approved improvement to the York Road interchange includes the replacement of the loop ramp from westbound I-695 to southbound York Road with a two-lane left turn spur from the existing westbound I-695 to northbound York Road ramp (see attachment).

Our traffic studies indicate that the current 400-foot weave area on the outer beltway between the existing York Road loop ramps will be inadequate in the future to handle the merging, diverging and through traffic anticipated at this location. This situation would result in increased backups and decreased safety on the beltway and ramps. Since the focus of this study was to improve the operations and safety on the interstate, it was decided that the subject loop ramp should be removed.

Ms. Barbara Poniatowski Page Two

A traffic signal will be installed on York Road at the new left-turn location in conjunction with the interchange improvement. This signal will be timed to provide the exiting beltway traffic ample time to enter York Road without significant backups on the ramp. In addition, this signal will be coordinated with other York Road traffic signals to allow for minimum disruption to York Road traffic.

The existing outer loop ramp to northbound York Road is planned to remain as it is today. The existing merge area between the end of the ramp and Green Ridge Road is expected to function adequately. The traffic signal to be located at the new left-turn spur location mentioned above should allow the traffic entering from the north-bound ramp to merge onto York Road more easily. This design is similar to other interchange ramps located along the Beltway.

If you have any other questions concerning this study, please contact me or the project manager, Mr. Robert Sanders. Bob's telephone number is (410) 333-1106.

Very truly yours,

neil of Pedeson

Neil J. Pedersen, Director Office of Planning and Preliminary Engineering

Attachment

cc: Mr. Charles Adams

Mr. Louis H. Ege, Jr.

Mr. Robert Sanders



Maryland Department of Transportation

The Secretary's Office

179

William Donald Schaefer Governor

O. James Lighthizer Secretary

Stephen G. Zentz Deputy Secretary

July 21, 1992

Mr. Eliot P.Y. Powell 807 Bermuda Court Annapolis MD 21401-6940

Dear Mr. Powell:

Thank you for your recent letter concerning noise barriers for the Heritage Harbour community located adjacent to US 50 in Anne Arundel County.

I certainly understand your concern about the improvements to US 50 which are currently underway. Let me explain the State Highway Administration's (SHA) position in this matter relative to noise barriers.

For a community to be considered for noise abatement, <u>all</u> of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted (67 decibels or greater) residences must have preceded the date of highway location approval;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the noise barrier; and
- funds must be available.

These criteria were established to provide a fair and equitable method of determining where noise barriers should be considered and constructed. There are many more requests for noise mitigation than we have the resources to address.

When location approval was received by SHA in 1981 for improvements to US 50, the majority of homes in this community had not yet been constructed. Based on this criterion, Heritage Harbour is not eligible for noise barriers. Since there was such a long

859-7600

Mr. Eliot P.Y. Powell July 21, 1992 Page Two

delay between location approval and actual reconstruction of US 50, there seems to be an assumption by some residents that noise barriers should be included as part of the highway construction. Unfortunately, this is not the case.

In 1990, at the request of Delegate Marsha Perry, extensive noise studies were performed to calculate the overall impact on this community since additional homes had been built by this time. These studies concluded that only three homes in the community were impacted above the 67 decibel threshold. Noise levels at your residence were determined to be 53 decibels. This does not mean it isn't noisy at your home, only that noise levels are well below the impact threshold.

In addition, noise prediction modelling was performed to determine what the future noise levels will be in the design year 2006. The results indicate that noise levels at Bermuda Court will rise about three decibels by this time to 56 decibels, still well below the impact threshold. These predicted noise levels are used to determine the cost per residence for noise barriers. It was calculated that only three additional residences in Heritage Harbour will be impacted by the year 2006 for a total of six in this community. Dividing this number into the cost of a noise barrier amounts to a per residence cost of over \$100,000, far exceeding the reasonable cost per residence of \$40,000 under SHA's policy.

Included in the construction contract for the improvements to US 50 are plans for an extensive landscape planting to enhance the highway corridor and help buffer adjacent communities from the traffic. While this won't significantly reduce noise levels, it will provide much psychological relief to the residents living closest to the highway.

I regret we are unable to provide a more positive response to your concerns, but hope this information clearly presents the reasons for the State's position in this matter. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of SHA's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

O. James Lighthizer

Secretary

cc: Mr. Charles B. Adams



181

O. James Lighthizer Secretary Hal Kassoff Administrator

June 17, 1992

Ms. Esther T. Price 123 Warwick Drive Lutherville MD 21093

Dear Ms. Price:

Thank you for your letter concerning noise barriers in the vicinity of the Orchard Hills community along the Baltimore Beltway.

A timetable for beltway improvements has not yet been finalized. The project has just entered the final design phase, during which, further studies will be conducted to determine which areas meet all the criteria established by the State Highway Administration (SHA) for noise barriers. Your community was identified in the recently completed project planning phase as eligible for further study for noise barriers.

I regret that at this time I do not have more detailed information to give to you concerning this issue; however, if you have any further questions or comments concerning the project please feel free to contact the project manager, Mr. Robert Sanders. Bob's phone number is 333-1106.

Very truly yours,

Louis H. Ege, Jr. Deputy Director Office of Planning and Preliminary Engineering

by:

Robert K. Sanders Project Manager

Project Planning Division

LHE: RKS: sh

Mr. Charles B. Adams

Mr. Neil J. Pedersen

410-333-1106

My telephone number is _





IN REPLY REFER TO

WILLIAM DONALD SCHAEFER GOVERNOR

ANNAPOLIS OFFICE STATE HOUSE ANNAPOLIS, MARYLAND 21401 (301) 974 3901

BALTIMORE OFFICE ROOM 1513 301 WEST PRESTON STREET BALTIMORE, MARYLAND 21201 (301) 225-4800

WASHINGTON OFFICE 444 NORTH CAPITOL STREET, N.W. WASHINGTON, D.C. 20001 (202) 638-2215

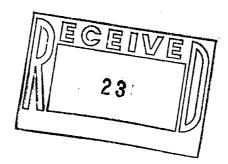
TDD (301) 333-3098

PG-MDOT

March 19, 1992

Ms. Esther T. Price 123 Warwick Drive Lutherville MD 21093

Dear Ms. Price:



Thank you for your recent letter concerning noise barriers for the Orchard Hills community adjacent to I-695 in Baltimore County.

The entire retrofit noise barrier program, including the project to which you refer, is currently on hold. At this point, it is unclear whether/when the remaining noise retrofit projects might continue. Certainly, this will be influenced by the Department of Transportation's overall funding picture. If the program is re-enacted, I feel the counties should contribute to the cost of noise barriers within their jurisdiction. This cost-sharing concept proved successful in Howard County, where the county contributed one-third of the cost of the I-95 noise barrier at the Timberview community.

I hope this information adequately addresses your concerns. Thank you for bringing them to my attention. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design at (410) 333-8063.

incerely.

cc:

un Janaed Wharfe Mr. Charles B. Adams



The Secretary's Office

182

William Donald Schaefer
Governor

O. James Lighthizer

Stephen G. Zentz Deputy Secretary

Secretary

April 3, 1992

Ms. Leslie R. Price 8721 Eddington Road Baltimore MD 21234

Dear Ms. Price:

Thank you for your recent letter to Governor William Donald Schaefer concerning noise barriers for the Oakleigh community adjacent to I-695 in Baltimore County. Governor Schaefer asked me to reply to you on his behalf. I would like to assure you that we certainly appreciate your concerns that a beltway widening project will affect your community in terms of possible increased noise and that you do not want any work done without a barrier.

A timetable for improvements to I-695 has not yet been developed at this time. While it will likely be several years at least before widening I-695 can be initiated, when such a project is undertaken we recognize that noise barriers will have to be considered as part of the widening project.

I hope this information gives you a clearer picture of the situation. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

O. James Lighthizer

Secretary

cc: Mr. Charles B. Adams

The Honorable William Donald Schaefer

859-7600



184

O. James Lighthizer Secretary Hal Kassoff Administrator

October 16, 1992

Mr. Hary Puente-Duany 9216 Tuckahoe Lane Adelphi MD 20783-1440

Dear Mr. Puente-Duany:

Thank you for your recent letter concerning traffic noise impacts at your residence adjacent to I-495 in Prince George's County. You certainly have attempted to reduce the noise levels at your home, so I can understand your frustration when it appears noise levels continue to rise.

For a community to be considered for noise abatement, <u>all</u> of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted (67 decibels or greater) residences must have preceded the original construction date of the highway;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the noise barrier;
- funds must be available.

When studies were performed several years ago to determine if the White Oak Manor community met the criteria for noise barriers, it was found the houses post-dated the original Beltway construction making them ineligible for noise barriers. More recently, studies done for the auxiliary lanes along the Beltway indicated that noise levels would not increase due to this highway improvement.

М١	telephone number	is	
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Mr. Hary Puente-Duany October 16, 1992 Page 2

We will be happy to meet with you to review the current conditions at your residence and to discuss, in depth, the questions you raised. Mr. Charles B. Adams, Director of the Office of Environmental Design, will contact you regarding this proposal. You may expect to hear from Mr. Adams within the next two weeks.

Again, thank you for letting me know of your concerns.

Sincerely,

Charles R. Olsen

Chief Engineer

cc: Mr. Charles B. Adams

Mr. Creston J. Mills, Jr.



The Secretary's Office

186

William Donald Schaefer Governor

O. James Lighthizer Secretary

Stephen G. Zentz Deputy Secretary

July 21, 1992

Mr. John Raymont 861 Woodmont Road Annapolis MD 21401-6940

Dear Mr. Raymont:

Thank you for your recent letter concerning noise barriers for the Heritage Harbour community located adjacent to US 50 in Anne Arundel County.

I certainly understand your concern about the improvements to US 50 which are currently under way. Let me explain the State Highway Administration's (SHA) position in this matter relative to noise barriers.

For a community to be considered for noise abatement, <u>all</u> of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted (67 decibels or greater) residences must have preceded the date of highway location approval;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the noise barrier; and
- funds must be available.

These criteria were established to provide a fair and equitable method of determining where noise barriers should be considered and constructed. There are many more requests for noise mitigation than we have the resources to address.

My telephone number is (301)- <u>859-7600</u>

Mr. John Raymont July 21, 1992 Page Two

When location approval was received by SHA in 1981 for improvements to US 50, the majority of homes in this community had not yet been constructed. Based on this criterion, Heritage Harbour is not eligible for noise barriers. Since there was such a long delay between location approval and actual reconstruction of US 50, there seems to be an assumption by some residents that noise barriers should be included as part of the highway construction. Unfortunately, this is not the case.

In 1990, at the request of Delegate Marsha Perry, extensive noise studies were performed to calculate the overall impact on this community since additional homes had been built by this time. These studies concluded that only three homes in the community were impacted above the 67 decibel threshold. Noise levels at your residence were determined to be below 60 decibels. This does not mean that you do not experience highway noise at your home, only that noise levels are well below the impact threshold.

In addition, noise prediction modelling was performed to determine what the future noise levels will be in the design year 2006. These predicted noise levels are used to determine the cost per residence for noise barriers. It was calculated that only three additional residences in Heritage Harbour will be impacted by the year 2006 for a total of six in this community. Dividing this number into the cost of a noise barrier amounts to a per residence cost of over \$100,000, far exceeding the reasonable cost per residence of \$40,000 under SHA's policy.

Included in the construction contract for the improvements to US 50, are plans for an extensive landscape planting to enhance the highway corridor and help buffer adjacent communities from the traffic. While this won't significantly reduce noise levels, it will provide much psychological relief to the residents living closest to the highway.

I regret we are unable to provide a more positive response to your concerns, but hope this information clearly presents the reasons for the State's position in this matter. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of SHA's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

O. James Lighthizer,

Secretary

cc: Mr. Charles B. Adams



The Secretary's Office



William Donald Schaefer Governor

O. James Lighthizer Secretary

Stephen G. Zentz Deputy Secretary

April 3, 1992

Mr. William T. Reynolds 8707 Eddington Road Baltimore MD 21234

Dear Mr. Reynolds:

Thank you for your recent letter to Governor William Donald Schaefer concerning noise barriers for the Oakleigh community adjacent to I-695 in Baltimore County. Governor Schaefer asked me to reply to you on his behalf. I would like to assure you that we certainly appreciate your concerns that a beltway widening project will affect your community in terms of possible increased noise and that you do not want any work done without a barrier.

A timetable for improvements to I-695 has not yet been developed at this time. While it will likely be several years at least before widening I-695 can be initiated, when such a project is undertaken we recognize that noise barriers will have to be considered as part of the widening project.

I hope this information gives you a clearer picture of the situation. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

O. James Lighthizer

Secretary

cc: Mi

Mr. Charles B. Adams

The Honorable William Donald Schaefer

859-7600

PG-MDOT

March 4, 1992

Mr. and Mrs. George S. Ridgley 26 Cavan Drive Lutherville MD 21093

Dear Mr. and Mrs. Ridgley:

Thank you for your recent letter concerning noise barriers for the Orchard Hills community adjacent to I-695 in Baltimore County.

A timetable for improvements to the beltway has not been developed at this time. Any noise mitigation associated with expansion of the beltway will be considered as part of the improvement project. Communities will only be eligible for noise barriers if they meet all of the criteria established by the State Highway Administration (SHA). A conclusive determination of eligibility cannot be made until final design of beltway improvements is undertaken.

I hope this Information adequately addresses your concerns. Thank you for bringing them to my attention. If you have further questions, please do not hesitate to contact SHA's Director of Office of Environmental Design, Mr. Charles B. Adams, at (410) 333-8063.

Sincerely,

151

Governor

cc: Mr. Charles B. Adams



October 5, 1992

The Right Reverend Paul Saliba Pastor St. George Antiochian Orthodox Christian Church 4335 Sixteenth Street, N.W. Washington D.C. 20011

Dear Reverend Saliba:

Thank you for your recent letter regarding the widening of the I-270 east spur adjacent to your residence on Valerian Lane. We appreciate your concern regarding the noise levels along the section of highway near your home.

The feasibility and reasonableness of providing noise barriers as part of the widening was studied extensively during the environmental assessment phase of the project. In projects that involve improvements to an existing highway, all of the following criteria must be satisfied for an area to be considered for noise barriers:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted (67 decibels or greater) residences must have preceded the date of highway location approval;
- a five (5) decibel increase in noise levels, or a significant physical impact to the existing conditions must occur as a result of the highway improvement;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the noise barrier; and
- funds must be available.

Mv	telephone num	her is	

The Right Reverend Paul Saliba October 5, 1992 Page Two

The intent of the SHA noise abatement program is to mitigate noise where the highway project has a significant negative effect on adjacent development. The environmental studies determined that noise levels would not increase significantly at Timberlawn as a result of the widening of the I-270 east spur. It requires a doubling of traffic to increase noise levels three decibels, a difference that is barely discernable to the human ear.

In this case, two additional lanes will not cause traffic to double and because the widening will occur in the median, the anticipated noise level increase will be a maximum of 1-2 decibels. In addition, there will be no physical impact to the roadsides due to the construction activities.

We have offered to meet with the officers of the Timberlawn South/Tuckerman Walk Homeowners Association to discuss this matter later this month. You may wish to speak with these representatives to convey your concerns.

In the meantime, if you have any questions, please feel free to call Charlie Adams, Director of our Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely,

Elepateth L. Homen, Deputy / for Hal Kassoff

Administrator

cc: Mr. Charles B. Adams



O. James Lighthizer. Secretary Hal Kassoff

Administrator

June 17, 1992

Ms. Jean Savina 4 Sandsbury Road Lutherville MD 21093

Dear Ms. Savina:

Thank you for your letter concerning noise barriers in the vicinity of the Orchard Hills community along the Baltimore Beltway.

A timetable for beltway improvements has not yet been finalized. The project has just entered the final design phase, during which, further studies will be conducted to determine which areas meet all the criteria established by the State Highway Administration (SHA) for noise barriers. Your community was identified in the recently completed project planning phase as eligible for further study for noise barriers.

I regret that at this time I do not have more detailed information to give to you concerning this issue; however, if you have any further questions or comments concerning the project please feel free to contact the project manager, Mr. Robert Sanders. Bob's phone number is 333-1106.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

hv:

Robert K. Sanders Project Manager

Project Planning Division

LHE: RKS: sh

cc: Mr. Charles B. Adams
Mr. Neil J. Pedersen

410-333-1106

My telephone number is _

STATE OF MARYLAND OFFICE OF THE GOVERNOR



IN REPLY REFER TO

WILLIAM DONALD SCHAEFER GOVERNOR

ANNAPOLIS OFFICE STATE HOUSE ANNAPOLIS, MARYLAND 21401 (301) 974 3901

BALTIMORE OFFICE **ROOM 1513** 301 WEST PRESTON STREET BALTIMORE, MARYLAND 21201 (301) 225-4800

WASHINGTON OFFICE SUITE 315 444 NORTH CAPITOL STREET, N.W. WASHINGTON, D.C. 20001 (202) 638-2215

TDD (301) 333-3098

PG-MDOT

March 19, 1992

Ms. Jean Savina 4 Sandsbury Road Lutherville MD 21093



Thank you for your recent letter concerning noise barriers for the Orchard Hills community adjacent to I-695 in Baltimore County.

The entire retrofit noise barrier program, including the project to which you refer, is currently on hold. At this point, it is unclear whether/when the remaining noise retrofit projects might continue. Certainly, this will be influenced by the Department of Transportation's overall funding picture. If the program is re-enacted, I feel the counties should contribute to the cost of noise barriers within their jurisdiction. This cost-sharing concept proved successful in Howard County, where the county contributed one-third of the cost of the I-95 noise barrier at the Timberview community.

I hope this information adequately addresses your concerns. Thank you for bringing them to my attention. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design at $(410)_{-333}-8063.$

Sincerely.

cc:

Mr. Charles B. Adams



The Secretary's Office

October 7, 1992

194

William Donald Schaefer
Governor

O. James Lighthizer Secretary Stephen G. Zentz Deputy Secretary

Mrs. Margaret L. Schriber 6216 Rockhurst Road Bethesda MD 20817

Dear Mrs. Schriber:

Governor' Schaefer has read your letter about the noise abatement program relative to your home adjacent to I-495 in Bethesda, and is very concerned. He asked me to see if there was something we can do to help.

I can certainly understand why, as a long-time resident, you feel as though we should do more to alleviate the noise at your home. Please let me explain why noise barriers are currently under construction on the Beltway west of your community.

There are two elements to the State Highway Administration's (SHA) Noise Abatement Program. The first deals with areas which are impacted due to the construction of a new road or major improvements (such as widening) of an existing road. These are called Type I projects. The second element is when noise abatement measures are considered for areas where no improvement to the highway takes place. This is the Type II, or retrofit element of the program.

Type I noise abatement must be considered as part of the environmental process when the planning studies are done for a road project. If a community meets the requirements under the State's policy, noise abatement measures must be provided or the State risks losing Federal funds for the project. On the other hand, the Type II element is not mandated by Federal or State law; it is strictly voluntary within each state. In fact, many states have opted not to participate in this program.

The barriers being built on the Beltway west of your community fall under the Type I category. Since the Beltway was widened in this area, studies had been performed to determine noise barrier eligibility. Of the six areas studied between the VFW Bridge and Bradley Boulevard, only two of these areas were found to meet the requirements. Those two communities are now getting noise barriers.

Mrs. Margaret L. Schriber October 7, 1992 Page Two

The community in which you live has been identified as meeting the requirements for noise abatement under the Type II element of the Noise Abatement Program. About 20 areas throughout the state, including yours, appear to meet all the requirements for noise abatement. Unfortunately, there are simply insufficient funds to advance all of the projects on this list at this time. In addition, Montgomery County would be required to contribute 20 percent of the cost of any Type II project.

I know it seems unfair to you that certain communities are being protected while you continue to suffer the consequences of traffic noise at your home. I hope this explanation helps you understand how decisions about noise barriers are made.

I appreciate your sharing your concerns with us. If you have any further questions, please feel free to contact Mr. Charles Adams, Director of SHA's Office of Environmental Design, at (410) 333-8063. Mr. Adams will be happy to discuss your concerns personally.

Sincerely,

O. James Lighthizer

Secretary

cc: Mr. Charles B. Adams

The Honorable William Donald Schaefer

STATE OF MARYLAND OFFICE OF THE GOVERNOR



IN REPLY REFER TO

WILLIAM DONALD SCHAEFER GOVERNOR

ANNAPOLIS OFFICE STATE HOUSE ANNAPOLIS, MARYLAND 21401 (301) 974 3901

BALTIMORE OFFICE ROOM 1513 301 WEST PRESTON STREET BALTIMORE, MARYLAND 21201 (301) 225-4800

WASHINGTON OFFICE SUITE 315 444 NORTH CAPITOL STREET, N.W WASHINGTON, D.C. 20001 (202) 638-2215

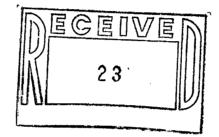
TDD (301) 333-3098

PG-MDOT

March 19, 1992

Ms. Muriel Senger 138 Dublin Drive Lutherville MD 21093

Dear Ms. Senger:



Thank you for your recent letter concerning noise barriers for the Orchard Hills community adjacent to I-695 in Baltimore County.

The entire retrofit noise barrier program, including the project to which you refer, is currently on hold. At this point, it is unclear whether/when the remaining noise retrofit projects might continue. Certainly, this will be influenced by the Department of Transportation's overall funding picture. If the program is re-enacted, I feel the counties should contribute to the cost of noise barriers within their jurisdiction. This cost-sharing concept proved successful in Howard County, where the county contributed one-third of the cost of the I-95 noise barrier at the Timberview community.

I hope this information adequately addresses your concerns. Thank you for bringing them to my attention. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design at (410) 333-8063.

am Jouaca Thanker

Sincerely,

cc:

Mr. Charles B. Adams



The Secretary's Office

William Donald Schaefer Governor
O. James Lighthizer Secretary
Stephen G. Zentz
Deputy Secretary

April 3, 1992

Mr. & Mrs. William T. Senior 8720 Eddington Road Baltimore MD 21234

Dear Mr. & Mrs. Senior:

Thank you for your recent letter to Governor William Donald Schaefer concerning noise barriers for the Oakleigh community adjacent to I-695 in Baltimore County. Governor Schaefer asked me to reply to you on his behalf. I would like to assure you that we certainly appreciate your concerns that a beltway widening project will affect your community in terms of possible increased noise and that you do not want any work done without a barrier.

A timetable for improvements to I-695 has not yet been developed at this time. While it will likely be several years at least before widening I-695 can be initiated, when such a project is undertaken we recognize that noise barriers will have to be considered as part of the widening project.

I hope this information gives you a clearer picture of the situation. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

O. James Lighthizer

Secretary

cc: Mr. Charles B. Adams

The Honorable William Donald Schaefer



O. James Lighthizer Secretary Hal Kassoff Administrator

June 18, 1992

Mr John P. Sexton 2527 Sandy Run Court Annapolis MD 21401

Dear Mr. Sexton:

Thank you for your recent letter to Delegate Marsha Perry which you sent to Secretary O. James Lighthizer concerning noise barriers for the Heritage Harbour community located adjacent to US 50 in Anne Arundel County. Secretary Lighthizer asked me to respond to you directly on his behalf.

Secretary Lighthizer and I can certainly understand your concern about the improvements to US 50 which are currently under way. Let me explain the State Highway Administration's (SHA) position in this matter relative to noise barriers.

For a community to be considered for noise abatement, all of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted (67 decibels or greater) residences must have preceded the date of highway location approval;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the noise barrier; and
- funds must be available.

These criteria were established to provide a fair and equitable method of determining where noise barriers should be considered and constructed. There are many more requests for noise mitigation than we have the resources to address.

My	, telephone number is	
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Mr. John P. Sexton June 18, 1992 Page Two

When location approval was received by SHA in 1981 for improvements to US 50, the majority of homes in this community had not yet been constructed. Based on this criterion, Heritage Harbour is not eligible for noise barriers. Since there was such a long delay between location approval and actual reconstruction of US 50, there seems to be an assumption by some residents that noise barriers should be included as part of the highway construction. Unfortunately, this is not the case.

In 1990, at the request of Delegate Perry, extensive noise studies were performed to calculate the overall impact on this community since additional homes had been built by this time. These studies concluded that only three homes in the community were impacted above the 67 decibel threshold. Noise levels at your residence were determined to be about 56 decibels. This does not mean it isn't noisy at your home, only that noise levels are well below the impact threshold.

In addition, noise prediction modelling was performed to determine what the future noise levels will be in the design year 2006. It was calculated that noise levels at your residence will rise to about 62 decibels by this time, still well below the impact threshold. These predicted noise levels are used to determine the cost per residence for noise barriers. It was calculated that three additional residences in Heritage Harbour will be impacted by the year 2006 for a total of six in this community. Dividing this number into the cost of a noise barrier amounts to a per residence cost of over \$100,000, far exceeding the reasonable cost per residence of \$40,000 under SHA's policy.

I regret we are unable to provide a more positive response to your concerns, but hope this information clearly presents the reasons for the State's position in this matter. If you have further questions, please do not hesitate to contact Charlie Adams, Director of SHA's Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely,

Chabith of Horan Deputy
Hal Kassoff
Administrator

cc: Mr. Charles B. Adams

Secretary O. James Lighthizer The Honorable Marsha Perry



200

O. James Lighthizer Secretary Hal Kassoff Administrator

Gene: FY1

Office of District Engineer State Highway Administration 9300 Kenilworth Avenue Greenbelt, Maryland 20770

July 8, 1992

Mr. Micky Shea 7406 Allison Street Hyattsville MD 20784

Dear Mr. Shea:

This is in response to your letter regarding the Bellmead Citizens' Association's request for "Noise Barriers" along U.S. Route 50.

As you know, the Bellmeade subdivision location, along with many other throughout the State, have been found to meet our "Noise Abatement" criteria and are on a list for construction pending the availability of funds and/or a decision on the future of the program.

The noise walls along the Beltway at Glenarden, which were recently approved for construction by Secretary Lighthizer, were also in this category and a priority of Prince George's County. The Glenarden project is moving forward in part due to the County's commitment to provide 20% of the project's funding. However, since there has been no commitment by the County for the Bellmeade location, and State funds are not available, the project remains on the list and its status unchanged.

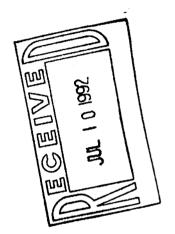
I assume this will provide a satisfactory explanation of the situation, and request you call me with any questions.

Sincerely,

Creston J. Mills, Jr.

District Engineer

CJM:lc Charles Adams





The Secretary's Office

202

William Donald Schaefer Governor

O. James Lighthizer Secretary

Stephen G. Zentz Deputy Secretary

April 3, 1992

Mr. & Mrs. John Shiner 8726 Eddington Road Baltimore MD 21234

Dear Mr. & Mrs. Shiner:

Thank you for your recent letter to Governor William Donald Schaefer concerning noise barriers for the Oakleigh community adjacent to I-695 in Baltimore County. Governor Schaefer asked me to reply to you on his behalf. I would like to assure you that we certainly appreciate your concerns that a beltway widening project will affect your community in terms of possible increased noise and that you do not want any work done without a barrier.

A timetable for improvements to I-695 has not yet been developed at this time. While it will likely be several years at least before widening I-695 can be initiated, when such a project is undertaken we recognize that noise barriers will have to be considered as part of the widening project.

I hope this information gives you a clearer picture of the situation. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

O. James Lighthizer

Secretary

cc: Mr. Charles B. Adams

The Honorable William Donald Schaefer

859-7600



203

O. James Lighthizer Secretary Hal Kassoff Administrator

June 17, 1992

Mr. Gary E. Shook 119 Warwick Drive Lutherville MD 21093-5424

Dear Mr. Shook:

Thank you for your letter concerning noise barriers in the vicinity of the Orchard Hills community along the Baltimore Beltway.

A timetable for beltway improvements has not yet been finalized. The project has just entered the final design phase, during which, further studies will be conducted to determine which areas meet all the criteria established by the State Highway Administration (SHA) for noise barriers. Your community was identified in the recently completed project planning phase as eligible for further study for noise barriers.

I regret that at this time I do not have more detailed information to give to you concerning this issue; however, if you have any further questions or comments concerning the project please feel free to contact the project manager, Mr. Robert Sanders. Bob's phone number is 333-1106.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by:

Robert K. Sanders

Project Manager

Project Planning Division

LHE: RKS: sh

cc: Mr. Charles B. Adams Mr. Neil J. Pedersen

410-333-1106

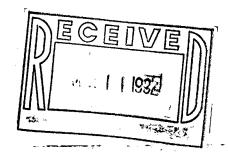
My telephone number is .

STATE OF MARYLAND OFFICE OF THE GOVERNOR

IN REPLY REFER TO PG-MDOT

March 4, 1992

Mr. Gary E. Shook 119 Warwick Drive Lutherville MD 21093-5424



WILLIAM DONALD SCHAEFER GOVERNOR

ANNAPOLIS OFFICE STATE HOUSE ANNAPOLIS. MARYLAND 21401 (301) 974 3901

BALTIMORE OFFICE ROOM 1513 301 WEST PRESTON STREET BALTIMORE. MARYLAND 21201 (301) 225-4800

WASHINGTON OFFICE SUITE 315 444 NORTH CAPITOL STREET. N W WASHINGTON. D C 20001 (202) 638-2215

TDD (301) 333-3098

Dear Mr. Shook:

Thank you for your recent letter concerning noise barriers for the Orchard Hills community adjacent to I-695 in Baltimore County.

A timetable for improvements to the beltway has not been developed at this time. Any noise mitigation associated with expansion of the beltway will be considered as part of the improvement project. Communities will only be eligible for noise barriers if they meet all of the criteria established by the State Highway Administration (SHA).

The entire retrofit noise barrier program, including the project to which you refer, is currently on hold. At this point, it is unclear whether/when the remaining noise retrofit projects might continue. Certainly, this will be influenced by the Department of Transportation's overall funding picture, which is a matter before the General Assembly. In addition, I feel the counties should contribute to the cost of noise barriers within their jurisdiction. This cost-sharing concept proved successful in Howard County, where the county contributed one-third of the cost of the I-95 noise barrier at the Timberview community.

I hope this information adequately addresses your concerns. Thank you for bringing them to my attention. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of SHA's Office of Environmental Design, at (410) 333-8063.

Sincerely,

Governor

cc: Mr. Charles B. Adams



The Secretary's Office

William Donald Schaefer Governor

O. James Lighthizer Secretary

Stephen G. Zentz Deputy Secretary

April 3, 1992

Mr. Dwayne Smith 8713 Eddington Road Baltimore MD 21234

Dear Mr. Smith:

Thank you for your recent letter to Governor William Donald Schaefer concerning noise barriers for the Oakleigh community adjacent to I-695 in Baltimore County. Governor Schaefer asked me to reply to you on his behalf. I would like to assure you that we certainly appreciate your concerns that a beltway widening project will affect your community in terms of possible increased noise and that you do not want any work done without a barrier.

A timetable for improvements to I-695 has not yet been developed at this time. While it will likely be several years at least before widening I-695 can be initiated, when such a project is undertaken we recognize that noise barriers will have to be considered as part of the widening project.

I hope this information gives you a clearer picture of the situation. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

O. James Lighthizer

Secretary

cc:

Mr. Charles B. Adams

The Honorable William Donald Schaefer

859-7600



William Donald Schaefer
Governor

O. James Lighthizer
Secretary

Stephen G. Zentz
Deputy Secretary

April 3, 1992

Mr. & Mrs. Walter Smith 8631 Quentin Avenue Baltimore MD 21234

Dear Mr. & Mrs. Smith:

Thank you for your recent letter to Governor William Donald Schaefer concerning noise barriers for the Oakleigh community adjacent to I-695 in Baltimore County. Governor Schaefer asked me to reply to you on his behalf. I would like to assure you that we certainly appreciate your concerns that a beltway widening project will affect your community in terms of possible increased noise and that you do not want any work done without a barrier.

A timetable for improvements to I-695 has not yet been developed at this time. While it will likely be several years at least before widening I-695 can be initiated, when such a project is undertaken we recognize that noise barriers will have to be considered as part of the widening project.

I hope this information gives you a clearer picture of the situation. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

O. James Lighthizer

Secretary

cc: Mr. Charles B. Adams

The Honorable William Donald Schaefer

859-7600



The Secretary's Office

William Donald Schaefer Governor

O. James Lighthizer Secretary

Stephen G. Zentz Deputy Secretary

April 3, 1992

Ms. Donna Spicer 8719 Eddington Road Baltimore MD 21234

Dear Ms. Spicer:

Thank you for your recent letter to Governor William Donald Schaefer concerning noise barriers for the Oakleigh community adjacent to I-695 in Baltimore County. Governor Schaefer asked me to reply to you on his behalf. I would like to assure you that we certainly appreciate your concerns that a beltway widening project will affect your community in terms of possible increased noise and that you do not want any work done without a barrier.

A timetable for improvements to I-695 has not yet been developed at this time. While it will likely be several years at least before widening I-695 can be initiated, when such a project is undertaken we recognize that noise barriers will have to be considered as part of the widening project.

I hope this information gives you a clearer picture of the situation. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

O. James Lighthizer

Secretary

cc: Mr. Charles B. Adams

The Honorable William Donald Schaefer



The Secretary's Office

William Donald Schaefer Governor

O. James Lighthizer Secretary

Stephen G. Zentz
Deputy Secretary /

806

July 15, 1992

Ms. Jean Sposato 907 Boom Way Annapolis MD 21401

Dear Ms. Sposato:

Thank you for your recent letter concerning noise barriers for the Heritage Harbour community located adjacent to US 50 in Anne Arundel County.

I can certainly understand your concern about the improvements to US 50 which are currently under way. Let me explain the State Highway Administration's (SHA) position in this matter relative to noise barriers.

For a community to be considered for noise abatement, <u>all</u> of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted (67 decibels or greater) residences must have preceded the date of highway location approval;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the noise barrier; and
- funds must be available.

These criteria were established to provide a fair and equitable method of determining where noise barriers should be considered and constructed. There are many more requests for noise mitigation than we have the resources to address.

	859-7600	
My telephone number is (301)-		_
TTV Courte Day	of: (201) 694 6010	

Ms. Jean Sposato July 15, 1992 Page Two

When location approval was received by SHA in 1981 for improvements to US 50, the majority of homes in this community had not yet been constructed. Based on this criterion, Heritage Harbour is not eligible for noise barriers. Since there was such a long delay between location approval and actual reconstruction of US 50, there seems to be an assumption by some residents that noise barriers should be included as part of the highway construction. Unfortunately, this is not the case.

In 1990, at the request of Delegate Marsha Perry, extensive noise studies were performed to calculate the overall impact on this community since additional homes had been built by this time. These studies concluded that only three homes in the community were impacted above the 67 decibel threshold. It was determined that noise levels at your residence are below 60 decibels. This does not mean it isn't noisy at your home, only that noise levels are well below the impact threshold.

In addition, noise prediction modelling was performed to determine what the future noise levels will be in the design year 2006. These predicted noise levels are used to determine the cost per residence for noise barriers. It was calculated that only three additional residences in the community will be impacted by the design year 2006 for a total of six by that time. Dividing this number into the cost of a noise barrier amounts to a per residence cost of over \$100,000, far exceeding the reasonable cost per residence of \$40,000 under SHA's policy.

Included in the construction contract for the improvements to US 50, are plans for an extensive landscape planting to enhance the highway corridor and help buffer adjacent communities from the traffic. While this won't significantly reduce noise levels, it will provide much psychological relief to the residents living closest to the highway.

I regret we are unable to provide a more positive response to your concerns, but hope this information clearly presents the reasons for the State's position in this matter. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of SHA's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

Secretary

cc:

O. James Lighthizer

Mr. Charlie Adams

The Honorable Marsha Perry

The Secretary's Office



William Donald Schaefer

O. James Lighthizer Secretary

Stephen G. Zentz Deputy Secretary

July 29, 1992

Dr. and Mrs. David B. Stark 924 Schooner Circle Annapolis MD 21401-6940

Dear Dr. and Mrs. Stark:

Thank you for your recent letter concerning noise barriers for the Heritage Harbour community located adjacent to US 50 in Anne Arundel County.

I certainly understand your concern about the improvements to US 50 which are currently under way. Let me explain the State Highway Administration's (SHA) position in this matter relative to noise barriers.

For a community to be considered for noise abatement, <u>all</u> of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted (67 decibels or greater) residences must have preceded the date of highway location approval;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the noise barrier; and
- funds must be available.

These criteria were established to provide a fair and equitable method of determining where noise barriers should be considered and constructed. There are many more requests for noise mitigation than we have the resources to address.

My telephone	number is (301)	859-7600
iviy telephone	TTY For the Deaf:	301) 684-6919

Dr. and Mrs. David B. Stark July 29, 1992 Page Two

When location approval was received by SHA in 1981 for improvements to US 50, the majority of homes in this community had not yet been constructed. Based on this criterion, Heritage Harbour is not eligible for noise barriers. Since there was such a long delay between location approval and actual reconstruction of US 50, there seems to be an assumption by some residents that noise barriers should be included as part of the highway construction. Unfortunately, this is not the case.

In 1990, at the request of Delegate Marsha Perry, extensive noise studies were performed to calculate the overall impact on this community since additional homes had been built by this time. These studies concluded that only three homes in the community were impacted above the 67 decibel threshold. Noise levels at your residence were determined to be below 60 decibels. This does not mean you cannot hear the traffic at your home, only that noise levels are well below the impact threshold.

In addition, noise prediction modelling was performed to determine what the future noise levels will be in the design year 2006. These predicted noise levels are used to determine the cost per residence for noise barriers. It was calculated that only three additional residences in Heritage Harbour will be impacted by the year 2006 for a total of six in this community. Dividing this number into the cost of a noise barrier amounts to a per residence cost of over \$100,000, far exceeding the reasonable cost per residence of \$40,000 under SHA's policy.

Included in the construction contract for the improvements to US 50, are plans for an extensive landscape planting to enhance the highway corridor and help buffer adjacent communities from the traffic. While this won't significantly reduce noise levels, it will provide much psychological relief to the residents living closest to the highway.

I regret we are unable to provide a more positive response to your concerns, but hope this information clearly presents the reasons for the State's position in this matter. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of SHA's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

O. James Lighthizer

Secretary

cc:

Mr. Charles B. Adams





July 15, 1992

William Donald Schaefer
Governor

O. James Lighthizer
Secretary
Stephen G. Zentz
Deputy Secretary

Ms. Esther M. Stephens 968 Sawgrass Way Annapolis MD 21401

Dear Ms. Stephens:

Thank you for your recent letter concerning noise barriers for the Heritage Harbour community located adjacent to US 50 in Anne Arundel County.

I can certainly understand your concern about the improvements to US 50 which are currently underway. Let me explain the State Highway Administration's (SHA) position about noise barriers.

For a community to be considered for noise abatement, <u>all</u> of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted (67 decibels or greater) residences must have preceded the date of highway location approval;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the noise barrier; and
- funds must be available.

These criteria were established to provide a fair and equitable method of determining where noise barriers should be considered and constructed. There are many more requests for noise mitigation than we have the resources to address.

When location approval was received by SHA in 1981 for improvements to US 50, the majority of homes in this community had not yet been constructed. Based on this

Ms. Esther M. Stephens July 15, 1992 Page Two

criterion, Heritage Harbour is not eligible for noise barriers. Since there was such a long delay between location approval and actual reconstruction of US 50, there seems to be an assumption by some residents that noise barriers should be included as part of the highway construction. Unfortunately, this is not the case.

In 1990, at the request of Delegate Marsha Perry, extensive noise studies were performed to calculate the overall impact on this community since additional homes had been built by this time. These studies concluded that only three homes in the community were impacted above the 67 decibel threshold. Your residence is one of these homes. Noise levels at your residence were exactly 67 decibels.

In addition, noise prediction modelling was performed to determine what the future noise levels will be in the design year 2006. These predicted noise levels are used to determine the cost per residence for noise barriers. Even though noise levels are predicted to rise by three decibels at your residence by the year 2006, it was calculated that only three additional residences in the community will be impacted by that time for a total of six. Dividing this number into the cost of a noise barrier amounts to a per residence cost of over \$100,000, far exceeding the reasonable cost per residence of \$40,000 under SHA's policy.

Included in the construction contract for the improvements to US 50, are plans for an extensive landscape planting to enhance the highway corridor and help buffer adjacent communities from the traffic. While this will not significantly reduce noise levels, it will provide much psychological relief to the residents living closest to the highway.

I regret we are unable to provide a more positive response to your concerns, but hope this information clearly presents the reasons for the State's position in this matter. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of SHA's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

O. James Lighthizer

Secretary

cc:

Mr. Charles B. Adams

The Honorable Marsha Perry

bcc:

Mr. Hal Kassoff



O. James Lighthizer Secretary Hal Kassoff Administrator

June 24, 1992

Mr. Samuel C. Stinner 843 Woodmont Road Annapolis MD 21401-6940

Dear Mr. Stinner:

Thank you for your recent letter to Secretary of Transportation O. James Lighthizer concerning noise barriers for the Heritage Harbour community located adjacent to US 50 in Anne Arundel County. Secretary Lighthizer asked me to respond to you directly on his behalf.

Secretary Lighthizer and I can certainly understand your concern about the improvements to US 50. Let me explain the State Highway Administration's (SHA) position in this matter relative to noise barriers.

For a community to be considered for noise abatement, <u>all</u> of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted (67 decibels or greater) residences must have preceded the date of highway location approval;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the noise barrier; and
- funds must be available.

Mr. Samuel C. Stinner June 24, 1992 Page Two

These criteria were established to provide a fair and equitable method of determining where noise barriers should be considered and constructed. There are many more requests for noise mitigation than we have the resources to address.

When location approval was received by SHA in 1981 for improvements to US 50, the majority of homes in this community had not yet been constructed. Based on this criterion, Heritage Harbour is not eligible for noise barriers. Since there was such a long delay between location approval and actual reconstruction of US 50, there seems to be an assumption by some residents that noise barriers should be included as part of the highway construction. Unfortunately, this is not the case.

In 1990, at the request of Delegate Perry, extensive noise studies were performed to calculate the overall impact on this community since additional homes had been built by this time. These studies concluded that only three homes in the community were impacted above the 67 decibel threshold. Noise levels at your residence were determined to be 51 decibels. This does not mean that you don't hear traffic noise at your home, only that noise levels are well below the impact threshold.

In addition, noise prediction modelling was performed to determine what the future noise levels will be after the improvements to US 50 are completed. It was calculated that noise levels at your residence will increase to 56 decibels, still well below the impact threshold. These predicted noise levels are used to determine the cost per residence for noise barriers. It was calculated that only three additional residences in Heritage Harbour will be impacted by the year 2006, for a total of six in this community. Dividing this number into the cost of a noise barrier amounts to a per residence cost of over \$100,000, far exceeding the reasonable cost per residence of \$40,000 under SHA's policy.

Plans for an extensive landscape planting to enhance the highway corridor and help buffer adjacent communities from the traffic are included in the construction contract for the improvements to US 50.

Mr. Samuel C. Stinner June 24, 1992 Page Three

Thank you for writing and sharing your concerns with me. I regret we are unable to provide a more positive response to your concerns, but hope this information clearly presents the reasons for the State's position in this matter. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of SHA's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

Hal Kassoff Administrator

cc: Mr. Charles B. Adams

Secretary O. James Lighthizer The Honorable Marsha Perry



O. James Lighthizer Secretary Hal Kassoff Administrator

October 1, 1992

Mr. and Mrs. Frank Stopak 10662 Pine Haven Terrace Rockville MD 20852

Dear Mr. and Mrs. Stopak:

Thank you for your recent letter concerning the widening of the I-270 east spur adjacent to your home. We appreciate your concern regarding the noise levels along this section of highway.

The feasibility of providing noise barriers as part of the widening was studied extensively during the environmental assessment phase of the project. In projects that involve improvements to an existing highway, <u>all</u> of the following criteria must be satisfied for an area to be considered for noise barriers:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted (67 decibels or greater) residences must have preceded the date of highway location approval;
- a five (5) decibel increase in noise levels, or a significant physical impact to the existing conditions must occur as a result of the highway improvement;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the noise barrier; and
- funds must be available.

Μv	telephone number is	
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Mr. and Mrs. Frank Stopak October 1, 1992 Page Two

The intent of the SHA noise abatement program is to mitigate noise where the highway project impacts adjacent development in a significant way. The environmental studies determined that noise levels would not increase significantly at Timberlawn as a result of the widening of the I-270 east spur. It requires a doubling of traffic to increase noise levels three decibels, a difference that is barely discernable to the human ear. In this case, two additional lanes will not cause traffic to double and because the widening will occur in the median, the anticipated noise level increase will be a maximum of 1-2 decibels. In addition, there will be no physical impact to the roadsides due to the construction activities.

We have offered to meet with the officers of the Timberlawn South/Tuckerman Walk Homeowners Association to discuss this matter. The meeting will be held later this month; you may wish to speak with these representatives to convey your concerns.

Again, thank you for sharing your views with us. In the meantime, if you have any questions, please feel free to call Charlie Adams, Director of our Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely.

Hál Kassoff Administrator

cc: Mr. Charles B. Adams



219

O. James Lighthizer Secretary Hal Kassoff Administrator

November 23, 1992

Mrs. Jennifer Storm 511 Vista Avenue Glen Burnie MD 21061

Dear Mrs. Storm:

Thank you for your letter about the extension of the noise barrier at the Ferndale Farms community adjacent to I-97 in Anne Arundel County. I understand Gene Miller, of our Office of Environmental Design, has already contacted you to discuss your concerns, and I regret the delay in formally responding to your letter.

We are currently evaluating the request by the community to determine if the barrier should be extended. We expect to have the results of the evaluation in late December; at that time we will notify you and the community of the results.

Again, thank you for sharing your concerns with me. In the meantime, if you have any questions, please feel free to contact me or Charlie Adams, Director of our Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely,

Hal Kassoff Administrator

CC:

Mr. Charles B. Adams

The Honorable Tom McMillen

The Honorable Barbara A. Mikulski

Mr. Eugene J. Miller



200

O. James Lighthizer Secretary Hal Kassoff Administrator

October 5, 1992

Ms. Suzanna Sugarman, CPA 5905 Valerian Lane North Bethesda MD 20852

Dear Ms. Sugarman:

Thank you for your recent letter concerning the widening of the I-270 east spur adjacent to your home. We appreciate your concern regarding the noise levels along the section of highway near your home.

The feasibility and reasonableness of providing noise barriers as part of the widening was studied extensively during the environmental assessment phase of the project. In projects that involve improvements to an existing highway, <u>all</u> of the following criteria must be satisfied for an area to be considered for noise barriers:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted (67 decibels or greater) residences must have preceded the date of highway location approval;
- a five (5) decibel increase in noise levels, or a significant physical impact to the existing conditions must occur as a result of the highway improvement;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the noise barrier; and
- funds must be available.

My telephone number is	
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Ms. Suzanna Sugarman, CPA October 5, 1992 Page Two

The intent of the SHA noise abatement program is to mitigate noise where the highway project has significant negative impact on adjacent development. The environmental studies determined that noise levels would not increase significantly at Timberlawn as a result of the widening of the I-270 east spur. It requires a doubling of traffic to increase noise levels three decibels, a difference that is barely discernable to the human ear. In this case, two additional lanes will not cause traffic to double and because the widening will occur in the median, the anticipated noise level increase will be a maximum of 1-2 decibels. In addition, there will be no physical impact to the roadsides due to the construction activities.

We have offered to meet with the officers of the Timberlawn South/Tuckerman Walk Homeowners Association later this month to discuss this matter. You may wish to speak with these representatives to convey your concerns.

In the meantime, if you have any questions, please feel free to call Charles B. Adams, Director of our Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

Elesteth L. Homer, Seputy/for Hal Kassoff

Administrator

cc: Charles B. Adams



Maryland Department of Transportation

The Secretary's Office

238

William Donald Schaefer Governor

O. James Lighthizer Secretary

Stephen G. Zentz Deputy Secretary

April 3, 1992

Ms. Kathleen H. Swavner 8640 Quentin Avenue Baltimore MD 21234

Dear Ms. Swavner:

Thank you for your recent letter to Governor William Donald Schaefer concerning noise barriers for the Oakleigh community adjacent to I-695 in Baltimore County. Governor Schaefer asked me to reply to you on his behalf. I would like to assure you that we certainly appreciate your concerns that a beltway widening project will affect your community in terms of possible increased noise and that you do not want any work done without a barrier.

A timetable for improvements to I-695 has not yet been developed at this time. While it will likely be several years at least before widening I-695 can be initiated, when such a project is undertaken we recognize that noise barriers will have to be considered as part of the widening project.

I hope this information gives you a clearer picture of the situation. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

Q. James Lighthizer

Secretary

cc:

Mr. Charles B. Adams

The Honorable William Donald Schaefer

Maryland Department of Transportation

The Secretary's Office



William Donald Schaefer Governor

O. James Lighthizer Secretary

Stephen G. Zentz Deputy Secretary

July 29, 1992

١,

Mr. John T. Sym, Jr. 1901 Marconi Circle Annapolis MD 21401-6940

Dear Mr. Sym:

Thank you for your recent letter concerning noise barriers for the Heritage Harbour community located adjacent to US 50 in Anne Arundel County.

I certainly understand your concern about the improvements to US 50 which are currently under way. Let me explain the State Highway Administration's (SHA) position in this matter relative to noise barriers.

For a community to be considered for noise abatement, <u>all</u> of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted (67 decibels or greater) residences must have preceded the date of highway location approval;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the noise barrier; and
- funds must be available.

These criteria were established to provide a fair and equitable method of determining where noise barriers should be considered and constructed. There are many more requests for noise mitigation than we have the resources to address.

My telephone number is (301)- 859-7600

Mr. John T. Sym, Jr. July 29, 1992 Page Two

When location approval was received by SHA in 1981 for improvements to US 50, the majority of homes in this community had not yet been constructed. Based on this criterion, Heritage Harbour is not eligible for noise barriers. Since there was such a long delay between location approval and actual reconstruction of US 50, there seems to be an assumption by some residents that noise barriers should be included as part of the highway construction. Unfortunately, this is not the case.

In 1990, at the request of Delegate Marsha Perry, extensive noise studies were performed to calculate the overall impact on this community since additional homes had been built by this time. These studies concluded that only three homes in the community were impacted above the 67 decibel threshold. The maximum noise level measured at Marconi Circle was 60 decibels. This does not mean you cannot hear the traffic at your home, only that noise levels are well below the impact threshold.

In addition, noise prediction modelling was performed to determine what the future noise levels will be in the design year 2006. These predicted noise levels are used to determine the cost per residence for noise barriers. It was calculated that only three additional residences in Heritage Harbour will be impacted by the year 2006 for a total of six in this community. Dividing this number into the cost of a noise barrier amounts to a per residence cost of over \$100,000, far exceeding the reasonable cost per residence of \$40,000 under SHA's policy.

Included in the construction contract for the improvements to US 50, are plans for an extensive landscape planting to enhance the highway corridor and help buffer adjacent communities from the traffic. While this won't significantly reduce noise levels, it will provide much psychological relief to the residents living closest to the highway.

I regret we are unable to provide a more positive response to your concerns, but hope this information clearly presents the reasons for the State's position in this matter. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of SHA's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

O. James Lighthizer,

Secretary





O. James Lighthizer
Secretary
Hal Kassoff
Administrator

June 23, 1992

Mr. Robert Terrace 2515 Bollard Road Annapolis MD 21401

Dear Mr. Terrace:

Thank you for your recent letter to Secretary of Transportation O. James Lighthizer concerning noise barriers for the Heritage Harbour community located adjacent to US 50 in Anne Arundel County. Secretary Lighthizer asked me to respond to you directly on his behalf.

Secretary Lighthizer and I can certainly understand your concern about the improvements to US 50 which are currently under way. Let me explain the State Highway Administration's (SHA) position in this matter relative to noise barriers.

For a community to be considered for noise abatement, all of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted (67 decibels or greater) residences must have preceded the date of highway location approval;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the noise barrier; and
- funds must be available.

These criteria were established to provide a fair and equitable method of determining where noise barriers should be considered and constructed. There are many more requests for noise mitigation than we have the resources to address.

My telephone number is	
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Mr. Robert Terrace June 23, 1992 Page Two

When location approval was received by SHA in 1981 for improvements to US 50, the majority of homes in this community had not yet been constructed. Based on this criterion, Heritage Harbour is not eligible for noise barriers. Since there was such a long delay between location approval and actual reconstruction of US 50, there seems to be an assumption by some residents that noise barriers should be included as part of the highway construction. Unfortunately, this is not the case.

In 1990, at the request of Delegate Perry, extensive noise studies were performed to calculate the overall impact on this community since additional homes had been built by this time. These studies concluded that only three homes in the community were impacted above the 67 decibel threshold. Noise levels at Bollard Terrace were estimated to be below 60 decibels. This does not mean it isn't noisy at your home, only that noise levels are well below the impact threshold.

In addition, noise prediction modelling was performed to determine what the future noise levels will be in the design year 2006. These predicted noise levels are used to determine the cost per residence for noise barriers. It was calculated that three additional residences in Heritage Harbour will be impacted by the year 2006 for a total of six in this community. Dividing this number into the cost of a noise barrier amounts to a per residence cost of over \$100,000, far exceeding the reasonable cost per residence of \$40,000 under SHA's policy.

Included in the construction contract for the improvements to US 50, are plans for an extensive landscape planting to enhance the highway corridor and help buffer adjacent communities from the traffic. While this won't significantly reduce noise levels, it will provide much psychological relief to the residents living close to the highway.

I regret we are unable to provide a more positive response to your concerns, but hope this information clearly presents the reasons for the State's position in this matter. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of SHA's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

Hal Kassoff, Administrator

cc: The Honorable Marsha Perry Secretary O. James Lighthizer

Mr. Charles B. Adams



Maryland Department of Transportation

The Secretary's Office

William Donald Schaefer Governor

O. James Lighthizer Secretary

Stephen G. Zentz Deputy Secretary

April 3, 1992

Mr. Gregory Trulli Ms. Mary Storck 8639 Quentin Avenue Baltimore MD 21234

Dear Mr. Trulli & Ms. Stork:

Thank you for your recent letter to Governor William Donald Schaefer concerning noise barriers for the Oakleigh community adjacent to I-695 in Baltimore County. Governor Schaefer asked me to reply to you on his behalf. I would like to assure you that we certainly appreciate your concerns that a beltway widening project will affect your community in terms of possible increased noise and that you do not want any work done without a barrier.

A timetable for improvements to I-695 has not yet been developed at this time. While it will likely be several years at least before widening I-695 can be initiated, when such a project is undertaken we recognize that noise barriers will have to be considered as part of the widening project.

I hope this information gives you a clearer picture of the situation. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

O. James Lighthize

Secretary

cc:

Mr. Charles B. Adams

The Honorable William Donald Schaefer





O. James Lighthizer Secretary Hal Kassoff Administrator

September 29, 1992

Mr. William Vesperman 1919 Cypress Drive Bel Air MD 21015

Dear Mr. Vesperman:

I am writing to report the results of the recent monitoring of traffic noise from MD 24 at your residence.

The noise monitoring was conducted in the backyard of your home (see Exhibit 1). Noise level data was collected in 20 minute intervals and combined to yield average hourly noise levels (also called the equivalent sound level, or Leq) as shown in Exhibit 2. The highest levels were found during the day and during the morning rush hour (6-8 AM), as you told us in your original inquiry. Exhibit 2 also shows that the hourly noise levels during the day were substantially below the impact threshold of 67 decibels (dBA).

The impact threshold is that level of noise that must be exceeded before some form of noise abatement could be considered. It is not a peak or maximum level but an <u>average</u> of the noise energy measured during a given time period. This level was established by the Federal Highway Administration (FHWA). For comparison, typical conversation between two people standing three feet apart is approximately 65 dBA.

Exhibit 3 shows a more detailed depiction of the data. In this exhibit, the average level for each 20-minute interval is shown as the lower line, and the highest or peak noise level measured during the same 20-minute intervals is shown as the upper line. Since the noise monitor is unattended during most of the testing period, we often find it necessary to study the relationship between the average and the peak levels to assess the validity of the data as an indicator of traffic noise impact. We look at trends in the data and draw upon past experience with similar studies.

Mr. William Vesperman September 29, 1992 Page Two

What is most significant in this study are the relatively high peak levels that were recorded during certain intervals. Given the large distance of your home from MD 24 (approximately 1500 feet), the large difference between the peak level and the average level during some intervals indicates that events such as aircraft flyovers or other non-traffic sources may have also been contributing to the overall level at your home. Examples of "non-traffic" noise sources could be a neighbor's lawn mower, leaf blower, or other power tools. The fact that the average level is relatively low (well below the impact threshold), makes any individual noise "event" (traffic noise included) more intrusive and annoying.

Overall, the level of noise obtained at your home is fairly consistent with other studies at similar distances from other highways. In assessing noise impacts over large distances, atmospheric effects (wind, temperature, and humidity) can cause noticeable fluctuations in the noise level, as I am sure you have experienced. When conditions are right, the traffic noise from the highway is probably quite apparent, while at other times the traffic may not even be heard.

One final point must be made. Even though it is recognized that the level of noise will vary based on atmospheric and weather conditions, and that the levels found in this most recent monitoring study may not represent worst-case conditions, any attempt to mitigate noise over such a large distance would yield negligible results.

I hope this information is sufficient for your needs at this time. If you have additional questions or wish to discuss this further, please feel free to contact Mr. Ken Polcak of my staff at (410) 333-8072.

Sincerely,

Charles B. Adams

Director

Office of Environmental Design

Enclosures

cc:

Mr. Ken Polcak

Mr. Eugene Miller

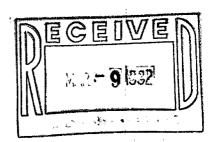
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STATE OF MARYLAND OFFICE OF THE GOVERNOR

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IN REPLY REFER TO G-MDOT



WILLIAM DONALD SCHAEFER GOVERNOR

ANNAPOLIS OFFICE STATE HOUSE ANNAPOLIS, MARYLAND 21401 (301) 974 3901

BALTIMORE OFFICE ROOM 1513 301 WEST PRESTON STREET BALTIMORE, MARYLAND 21201 (301) 225-4800

WASHINGTON OFFICE SUITE 315 444 NORTH CAPITOL STREET. N W WASHINGTON. D C 20001 (202) 638-2215

TDD (301) 333-3098

sg a n

March 6, 1992

Ms. Gertrude Vitkoski 4855 Carmella Drive Arbutus MD 21229

Dear Ms. Vitkoski:

Thank you for your recent letter concerning noise barriers for your community adjacent to I-695 in Baltimore County. I am sorry we did not speak about this when you phoned into my radio program.

In the early 1980s, your community was identified as meeting all of the requirements for noise mitigation and was placed on the State Highway Administration's (SHA) priority list to receive noise barriers. Design for this project began in 1987. Unfortunately, the project was delayed because of unexpected funding problems.

At the present time, SHA's retrofit noise barrier program is on hold. It is unclear whether and when the remaining noise retrofit projects might continue. Certainly, this will be influenced by the Department of Transportation's overall funding picture, which is a matter before the General Assembly. We are also asking the counties to participate in the cost of these barriers. A model cost-sharing concept was used in Howard County where the county contributed one-third of the cost of the I-95 noise barrier at the Timberview community.

A timetable for future beltway improvements has not been developed at this time. However, it will likely be several years before widening of I-695 can be initiated. Any noise mitigation associated with expansion of the beltway will be considered as part of the improvement project. When beltway improvement projects do advance, every consideration will be given to those communities which currently satisfy the SHA retrofit noise barrier policy criteria.

Ms. Gertrude Vitkoski March 6, 1992 Page Two

I regret I cannot give you a more positive reply but I hope you can understand our situation. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of the SHA's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

Governor

cc: Mr. Charles B. Adams



O. James Lighthizer
Secretary
Hal Kassoff
Administrator

October 1, 1992

Ms. Bonnie Wagman Mr. Clifton Hancock 10722 Pine Haven Terrace Rockville MD 20852

Dear Ms. Wagman and Mr. Hancock:

Thank you for your recent letter regarding the widening of the I-270 east spur adjacent to your home. We appreciate your concern regarding the noise levels along this section of highway.

The feasibility of providing noise barriers as part of the widening was studied extensively during the environmental assessment phase of the project. In projects that involve improvements to an existing highway, <u>all</u> of the following criteria must be satisfied for an area to be considered for noise barriers:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted (67 decibels or greater) residences must have preceded the date of highway location approval;
- a five (5) decibel increase in noise levels, or a significant physical impact to the existing conditions must occur as a result of the highway improvement;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the noise barrier; and
- funds must be available.

Ms. Bonnie Wagman October 1, 1992 Page Two

The intent of the SHA noise abatement program is to mitigate noise where the highway project impacts adjacent development in a significant way. The environmental studies determined that noise levels would not increase significantly at Timberlawn as a result of the widening of the I-270 east spur. It requires a doubling of traffic to increase noise levels three decibels, a difference that is barely discernable to the human ear. In this case, two additional lanes will not cause traffic to double; and because the widening will occur in the median, the anticipated noise level increase will be a maximum of 1-2 decibels. In addition, there will be no physical impact to the roadsides due to the construction activities.

We have offered to meet with the officers of the Timberlawn South/Tuckerman Walk Homeowners Association to discuss this matter. The meeting will be held later this month; you may wish to speak with these representatives to convey your concerns.

Again, thank you for sharing your views with us. In the meantime, if you have any questions, please feel free to call Charlie Adams, Director of our Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely

Hál Kassoff Administrator

cc: Charles B. Adams





William Donald Schaefe Governor O. James Lighthizer

O. James Lighthizer Secretary Stephen G. Zentz Deputy Secretary

October 6, 1992

Mr. Rudolph Wagner 966 Saw Grass Way Annapolis MD 21401

Dear Mr. Wagner:

Thank you for writing to me again about the noise abatement issue in the Heritage Harbour community adjacent to US 50. You certainly made a great effort to demonstrate what you feel causes the noise problem, and to present this information in a comprehensive way.

In order to ensure complete and accurate noise measurements, the State Highway Administration (SHA) uses state-of-the-art equipment. This equipment, which includes sound level meters and other devices, is calibrated and checked to verify the results. In addition, the computer noise program that is used to predict noise levels and determine heights and lengths of noise barriers was developed and approved by the Federal Highway Administration for use by all the states.

The modelling takes into consideration factors such as speed and the grade on highways and ramps in order to project anticipated sound levels from proposed highway improvements. The modelling performed for the US 50 expansions reflects the conditions which you aptly described in your letters.

Also, SHA is completing a new analysis of the noise impact issue at Heritage Harbour. The results of these efforts will be available by the end of October; we will be in touch with the community with the results in cooperation with Delegate Marsha Perry.

Again, thank you for sharing your personal observations with me. I hope this information is helpful to you; if you would like to discuss this matter further, please feel free to contact Charles Adams, Director of the Office of Environmental Design. He and his staff will be happy to discuss any questions you may have. Mr. Adams can be reached at (410) 333-8063.

Sincerely,

Secretary

cc: Mr. Charles B. Adams

The Honorable Marsha Perry

My telephone number is (410)- 859-7600





September 18, 1992

William Donald Schaefer
Governor

O. James Lighthizer
Secretary
Stephen G. Zentz
Deputy Secretary

Mr. Rudolph Wagner 966 Saw Grass Way Annapolis MD 21401

Dear Mr. Wagner:

Thank you for your recent letter concerning the noise abatement situation at your neighborhood in Heritage Harbour adjacent to US 50. I certainly understand your feelings about how traffic speed and the removal of trees might affect your experience of the traffic noise. Let me explain the State's position in this matter relative to noise barriers.

For a community to be considered for noise abatement, <u>all</u> of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted (67 decibels or greater) residences must have preceded the date of highway location approval;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- seventy-five percent of the affected residents must favor the noise barrier; and
- funds must be available.

These criteria were established to provide a fair and equitable method of determining where noise barriers should be considered and constructed. There are many more requests for noise mitigation than we have the resources to address.

Mr. Rudolph Wagner September 18, 1992 Page Two

When location approval was received by SHA in 1981 for improvements to US 50, the majority of homes in your community had not yet been constructed. Based on this criterion, Heritage Harbour is not eligible for noise barriers. Since there was such a long delay between location approval and actual reconstruction of US 50, there seems to be an assumption by some residents that noise barriers should be included as part of the highway construction.

At the present time, we are evaluating all of the circumstances concerning Heritage Harbour. This includes noise level measurements, previous commitments, and potential impacts to the community. I cannot assure you this will change the current status of noise barriers for your community, but we want to be certain our position is totally correct.

I appreciate your writing and sharing your thoughts with me. I hope this information is helpful. If you have further questions, please do not hesitate to contact Charlie Adams, Director of SHA's Office of Environmental Design, at (410) 333-8063.

Sincerely,

O. James Lighthizer

Secretary

cc: Mr. Charles B. Adams



O. James Lighthizer Secretary
Hal Kassoff
Administrator

July 14, 1992

Ms. Irene Wakefield 975 Lanna Way Annapolis MD 21401

Dear Ms. Wakefield:

Thank you for your recent letter to Delegate Marsha Perry, a copy of which you sent to Secretary of Transportation O. James Lighthizer, concerning noise barriers for the Heritage Harbour community located adjacent to US 50 in Anne Arundel County. Secretary Lighthizer asked me to respond to you directly on his behalf.

Secretary Lighthizer and I certainly understand your concern about the improvements to US 50 which are currently underway. Let me explain the State Highway Administration's (SHA) position in this matter relative to noise barriers.

For a community to be considered for noise abatement, <u>all</u> of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted (67 decibels or greater) residences must have preceded the date of highway location approval;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the noise barrier; and
- funds must be available.

These criteria were established to provide a fair and equitable method of determining where noise barriers should be considered and constructed. There are many more requests for noise mitigation than we have the resources to address.

My telephone	number is	

Ms. Irene Wakefield July 14, 1992 Page Two

When location approval was received by SHA in 1981 for improvements to US 50, the majority of homes in this community had not yet been constructed. Based on this criterion, Heritage Harbour is not eligible for noise barriers. Since there was such a long delay between location approval and actual reconstruction of US 50, there seems to be an assumption by some residents that noise barriers should be included as part of the highway construction. Unfortunately, this is not the case.

In 1990, at the request of Delegate Perry, extensive noise studies were performed to calculate the overall impact on this community since additional homes had been built by this time. These studies concluded that only three homes in the community were impacted above the 67 decibel threshold. Noise levels at Lanna Way were measured at 61 decibels. This does not mean you do not hear noise at your home, only that noise levels are well below the impact threshold.

In addition, noise prediction modelling was performed to determine what the future noise levels will be in the design year 2006. It was calculated that noise levels at Lanna Way will rise to 66 decibels by this time, still below the impact threshold. These predicted noise levels are used to determine the cost per residence for noise barriers. It was calculated that three additional residences in Heritage Harbour will be impacted by the year 2006 for a total of six in this community. Dividing this number into the cost of a noise barrier amounts to a per residence cost of over \$100,000, far exceeding the reasonable cost per residence of \$40,000 under SHA's policy.

Included in the construction contract for the improvements to US 50 are plans for an extensive landscape planting to enhance the highway corridor and help buffer adjacent communities from the traffic. While this won't significantly reduce noise levels, it will provide much psychological relief to the residents living closest to the highway.

I regret we are unable to provide a more positive response to your concerns, but hope this information clearly presents the reasons for the State's position in this matter. If you have further questions, please do not hesitate to contact Charlie Adams, Director of SHA's Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely,

Hal Kassoff Administrator

cc: The Honorable Marsha Perry Secretary O. James Lighthizer

Mr. Charles B. Adams



239

O. James Lighthizer Secretary Hal Kassoff Administrator

June 17, 1992

Mr. and Mrs. Bernard G. Walstrum 115 Dublin Drive Lutherville MD 21093

Dear Mr. and Mrs. Walstrum:

Thank you for your letter concerning noise barriers in the vicinity of the Orchard Hills community along the Baltimore Beltway.

A timetable for beltway improvements has not yet been finalized. The project has just entered the final design phase, during which, further studies will be conducted to determine which areas meet all the criteria established by the State Highway Administration (SHA) for noise barriers. Your community was identified in the recently completed project planning phase as eligible for further study for noise barriers.

I regret that at this time I do not have more detailed information to give to you concerning this issue; however, if you have any further questions or comments concerning the project please feel free to contact the project manager, Mr. Robert Sanders. Bob's phone number is 333-1106.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by:

Robert K. Sanders

Project Manager

Project Planning Division

LHE: RKS: sh

cc: Mr. Charles B. Adams
Mr. Neil J. Pedersen

410-333-1106

My telephone number is .



STATE OF MARYLAND OFFICE OF THE GOVERNOR

IN REPLY REFER TO

WILLIAM DONALD SCHAEFER **GOVERNOR**

ANNAPOLIS OFFICE STATE HOUSE ANNAPOLIS, MARYLAND 21401 (301) 974 3901

BALTIMORE OFFICE 301 WEST PRESTON STREET BALTIMORE, MARYLAND 21201 (301) 225-4800

WASHINGTON OFFICE SUITE 315 444 NORTH CAPITOL STREET, N.W. WASHINGTON, D.C. 20001 (202) 638-2215

TDD (301) 333-3098

PG-MDOT

March 19, 1992

Mr. and Mrs. Bernard G. Walstrum 115 Dublin Drive Lutherville MD 21093

Dear Mr. and Mrs. Walstrum:

Thank you for your recent letter concerning noise barriers for the Orchard Hills community adjacent to I-695 in Baltimore County.

The entire retrofit noise barrier program, including the project to which you refer, is currently on hold. At this point, it is unclear whether/when the remaining noise retrofit projects might continue. Certainly, this will be influenced by the Department of Transportation's overall funding picture. If the program is re-enacted, I feel the counties should contribute to the cost of noise barriers within their jurisdiction. This cost-sharing concept proved successful in Howard County, where the county contributed one-third of the cost of the I-95 noise barrier at the Timberview community.

I hope this information adequately addresses your concerns. Thank you for bringing them to my attention. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design at (410) 333-8063.

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Sincerely.

cc:

Mr. Charles B. Adams J



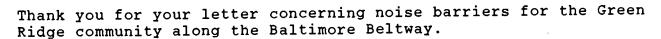
O. James Lighthizer Secretary Hal Kassoff Administrator

241

May 26, 1992

Mrs. Vicki J. Weller 1212 Longford Road Lutherville, MD 21093

Dear Mrs. Weller:



The study for the widening of the beltway is about to enter the final design phase. During that phase, the specific location of the widening will be determined and additional studies will be completed to determine the feasibility of noise barriers.

A timetable for improvements to the beltway has not been set. It is impossible to predict at this time what funds will be available for the many projects needed to complete the widening work. Please be assured, however, that when the beltway improvement projects do advance, we will give every consideration to those communities that meet the State Highway Administration (SHA) noise barrier policy criteria.

If you have any further questions concerning the study, please feel free to contact the project manager, Mr. Robert Sanders. Bob's phone number is 333-1106.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

bv:

Robert K. Sanders

Project Manager

Project Planning Division

LHE: RKS: as

CC: Mr. Charles B. Adams Mr. Neil J. Pedersen

My telephone number is 410-333-1106

242

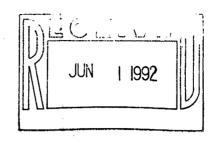


IN REPLY REFER TO PG-MDOT

May 7, 1992

Mrs. Vicki J. Weller 1212 Longford Road Lutherville MD 21093

Dear Mrs. Weller:



WILLIAM DONALD SCHAEFER GOVERNOR

ANNAPOLIS OFFICE STATE HOUSE ANNAPOLIS. MARYLAND 21401 (301) 974 3901

BALTIMORE OFFICE ROOM 1513 301 WEST PRESTON STREET BALTIMORE. MARYLAND 21201 (301) 225-4800

WASHINGTON OFFICE SUITE 315 444 NORTH CAPITOL STREET. N.W. WASHINGTON, D.C. 20001 (202) 638-2215

TDD (301) 333-3098

Thank you for your recent letter concerning noise barriers for your community in Lutherville adjacent to I-695 in Baltimore County.

Let me say first that the need for beltway widening has been studied extensively and found to be critical to the transportation needs of this area and the safety of our motorists. At the same time, we realize there will be impacts to the existing residential communities and will do our best to address those impacts during the widening process.

At this time, however, a timetable for improvements has not been developed. Any noise mitigation associated with expansion of the beltway will be considered as part of the improvement project. Communities will be eligible for noise barriers if they meet the criteria established by the State Highway Administration (SHA). It is impossible to predict at this time what funds will be available for the many projects which will be needed to complete the widening work. Please be assured, however, that when beltway improvement projects do advance, we will give every consideration to those communities which meet the SHA noise barrier policy criteria.

I hope this information adequately addresses your concerns. Thank you for bringing them to my attention. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of the SHA's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

/S/

Governor

cc: Mr. Charles B. Adams

bcc: Mr. Hal Kassoff

Secretary O. James Lighthizer Mr. Eugene J. Miller, Jr. Mr. Charles R. Olsen

Mr. Jeff Stone

Mr. Hal Kassoff bcc:

Secretary O. James Lighthizer Mr. Eugene J. Miller, Jr. Mr. Charles R. Olsen

Mr. Jeff Stone

Dictated by E. Miller, Jr., OED - X8071



O. James Lighthizer Secretary Hal Kassoff Administrator

May 5, 1992

Mrs. Vicki J. Weller 1212 Longford Road Lutherville MD 21093

Dear Mrs. Weller:

Thank you for your recent letter about the proposed beltway improvements in the vicinity of your community adjacent to I-695 in Baltimore County.

It is my understanding you will shortly be receiving a letter from Governor Schaefer on this issue. I would like to address the primary concern you raised; i.e., whether noise barriers for your community will be included as part of future widening of the beltway in this area.

At the present time, a timetable for beltway improvements has not been finalized. Since it is impossible to predict what funds might be available in the future to complete the many projects which are required to upgrade the beltway, it would be irresponsible to promise noise barriers at this time. Let me assure you, however, that when these projects do advance, every consideration will be given to those communities which meet the criteria established by the State Highway Administration. Yours is one of these communities.

I regret I cannot be totally positive in response to your inquiry, but hope this information addresses your concerns. If you require additional information, please do not hesitate to contact Mr. Charles B. Adams, Director of the Office of Environmental Design at (410) 333-8063.

Sincerely,

Hal Kassoff Administrator

cc: Mr. Charles B. Adams



Maryland Department of Transportation

The Secretary's Office



William Donald Schaefer Governor

O. James Lighthizer Secretary

Stephen G. Zentz Deputy Secretary

August 5, 1992

Mr. and Mrs. Joseph Whittington 2528 Sandy Run Court Annapolis MD 21401

Dear Mr. and Mrs. Whittington:

Thank you for your recent letter concerning noise barriers for the Heritage Harbour community located adjacent to US 50 in Anne Arundel County.

I certainly understand your concern about the improvements to US 50 which are currently under way. Let me explain the State Highway Administration's (SHA) position in this matter relative to noise barriers.

For a community to be considered for noise abatement, <u>all</u> of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted (67 decibels or greater) residences must have preceded the date of highway location approval;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the noise barrier; and
- funds must be available.

These criteria were established to provide a fair and equitable method of determining where noise barriers should be considered and constructed. There are many more requests for noise mitigation than we have the resources to address.

My telephone number is (301)-	859-7600	
viy tolophono hamber is terri		

Mr. and Mrs. Joseph Whittington Page Two August 5, 1992

When location approval was received by SHA in 1981 for improvements to US 50, the majority of homes in this community had not yet been constructed. Based on this criterion, Heritage Harbour is not eligible for noise barriers. Since there was such a long delay between location approval and actual reconstruction of US 50, there seems to be an assumption by some residents that noise barriers should be included as part of the highway construction. Unfortunately, this is not the case.

In 1990, at the request of Delegate Marsha Perry, extensive noise studies were performed to calculate the overall impact on this community since additional homes had been built by this time. These studies concluded that only three homes in the community were impacted above the 67 decibel threshold. Noise levels at your residence were determined to be below 60 decibels. This does not mean it isn't noisy at your home, only that noise levels are well below the impact threshold.

In addition, noise prediction modelling was performed to determine what the future noise levels will be in the design year 2006. These predicted noise levels are used to determine the cost per residence for noise barriers. It was calculated that only three additional residences in Heritage Harbour will be impacted by the year 2006 for a total of six in this community. Dividing this number into the cost of a noise barrier amounts to a per residence cost of over \$100,000, far exceeding the reasonable cost per residence of \$40,000 under SHA's policy.

Included in the construction contract for the improvements to US 50, are plans for an extensive landscape planting to enhance the highway corridor and help buffer adjacent communities from the traffic. While this won't significantly reduce noise levels, it will provide much psychological relief to the residents living closest to the highway.

I regret we are unable to provide a more positive response to your concerns, but hope this information clearly presents the reasons for the State's position in this matter. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of SHA's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

O. James Lighthizer

Secretary

cc: Mr. Charles B. Adams



Maryland Department of Transportation

The Secretary's Office

DU

William Donald Schaefer Governor

O. James Lighthizer Secretary

Stephen G. Zentz Deputy Secretary

April 3, 1992

Ms. Lela M. Wilhelm 1813 E. Joppa Road Baltimore MD 21234

Dear Ms. Wilhelm:

Thank you for your recent letter to Governor William Donald Schaefer concerning noise barriers for the Oakleigh community adjacent to I-695 in Baltimore County. Governor Schaefer asked me to reply to you on his behalf. I would like to assure you that we certainly appreciate your concerns that a beltway widening project will affect your community in terms of possible increased noise and that you do not want any work done without a barrier.

A timetable for improvements to I-695 has not yet been developed at this time. While it will likely be several years at least before widening I-695 can be initiated, when such a project is undertaken we recognize that noise barriers will have to be considered as part of the widening project.

I hope this information gives you a clearer picture of the situation. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

O. James Lighthizer

Secretary

cc: Mr. Charles B. Adams

The Honorable William Donald Schaefer



Maryland Department of Transportation

The Secretary's Office

William Donald Schaefer
Governor
O. James Lighthizer
Secretary
Stephen G. Zentz
Deputy Secretary

April 3, 1992

Mrs. Margaret W. Wilhelm 8645 Quentin Avenue Baltimore MD 21234

Dear Mrs. Wilhelm:

Thank you for your recent letter to Governor William Donald Schaefer concerning noise barriers for the Oakleigh community adjacent to I-695 in Baltimore County. Governor Schaefer asked me to reply to you on his behalf. I would like to assure you that we certainly appreciate your concerns that a beltway widening project will affect your community in terms of possible increased noise and that you do not want any work done without a barrier.

A timetable for improvements to I-695 has not yet been developed at this time. While it will likely be several years at least before widening I-695 can be initiated, when such a project is undertaken we recognize that noise barriers will have to be considered as part of the widening project.

I hope this information gives you a clearer picture of the situation. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

O. James Lighthizer

Secretary

cc:

Mr. Charles B. Adams

The Honorable William Donald Schaefer



O. James Lighthizer Secretary Hal Kassoff Administrator

December 9, 1992

Ms. Faye Willard 10178 High Ridge Road Laurel MD 20723

Thank you for your recent inquiry to this office concerning the construction of noise barriers at your community adjacent to I-95 in Howard County.

In my letter to you dated January 17, 1991, we outlined the criteria for an area to be eligible for noise barriers. We established that the date and noise level criteria at your community are met, but reasonable cost cannot be accurately determined until actual engineering design is performed.

At the present time, funding remains the critical issue concerning any expansion of the Noise Abatement Program. Without firm knowledge of future funding availability, it would be imprudent for us to add new projects to our current program. By doing so, we might raise false hopes with residents who may feel noise barriers are a certainty if their community is on the list.

I regret we are unable to provide a more positive response to your inquiry, but hope you understand our position in this matter. If you have further questions, please do not hesitate to contact me at your convenience.

Charles B. Adams

Director

Office of Environmental Design

cc: Gene Miller

Maryland Department of Transportation

The Secretary's Office

علات الشائل William Donald Schaefer Governor

O. James Lighthizer Secretary

Stephen G. Zentz Deputy Secretary

July 29, 1992

Mr. Brian N. Wilson 857 Clubhouse Village View Annapolis MD 21401-6940

Dear Mr. Wilson:

Thank you for your recent letter describing your opposition to noise barriers for the Heritage Harbour community located adjacent to US 50 in Anne Arundel County.

I do appreciate your viewpoint and reasoning concerning the improvements to US 50 which are currently under way. Let me explain the State Highway Administration's (SHA) position in this matter relative to noise barriers.

For a community to be considered for noise abatement, <u>all</u> of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted (67 decibels or greater) residences must have preceded the date of highway location approval;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the noise barrier; and
- funds must be available.

These criteria were established to provide a fair and equitable method of determining where noise barriers should be considered and constructed. There are many more requests for noise mitigation than we have the resources to address.

Μv	telephone	number	is (301)-	859-7600
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Mr. Brian N. Wilson July 29, 1992 Page Two

When location approval was received by SHA in 1981 for improvements to US 50, the majority of homes in this community had not yet been constructed. Based on this criterion, Heritage Harbour is not eligible for noise barriers. Since there was such a long delay between location approval and actual reconstruction of US 50, there seems to be an assumption by some residents that noise barriers should be included as part of the highway construction. Your opinions seem to be the exception to this thinking.

In 1990, at the request of Delegate Marsha Perry, extensive noise studies were performed to calculate the overall impact on this community since additional homes had been built by this time. These studies concluded that only three homes in the community were impacted above the 67 decibel threshold.

In addition, noise prediction modelling was performed to determine what the future noise levels will be in the design year 2006. These predicted noise levels are used to determine the cost per residence for noise barriers. It was calculated that only three additional residences in Heritage Harbour will be impacted by the year 2006 for a total of six in this community. Dividing this number into the cost of a noise barrier amounts to a per residence cost of over \$100,000, far exceeding the reasonable cost per residence of \$40,000 under SHA's policy.

Included in the construction contract for the improvements to US 50, are plans for an extensive landscape planting to enhance the highway corridor and help buffer adjacent communities from the traffic. While this won't significantly reduce noise levels, it will provide much psychological relief to the residents living closest to the highway.

Again, I appreciate your writing and sharing your views with me. I hope this adequately explains the current situation concerning noise abatement for the Heritage Harbour community. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of SHA's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

O. James Lighthizer

Secretary

cc:

Mr. Charles B. Adams



O. James Lighthizer Secretary
Hal Kassoff
Administrator

July 2, 1992

Mr. David E. Yager 971 Lanna Way Annapolis MD 21401

Dear Mr. Yager:

Thank you for your recent letter to Delegate Marsha Perry, which you copied to Secretary of Transportation O. James Lighthizer concerning noise barriers for the Heritage Harbour community located adjacent to US 50 in Anne Arundel County. Secretary Lighthizer asked me to respond to you directly on his behalf.

Secretary Lighthizer and I can certainly understand your concern about the improvements to US 50 which are currently under way. Let me explain the State Highway Administration's (SHA) position in this matter relative to noise barriers.

For a community to be considered for noise abatement, all of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted (67 decibels or greater) residences must have preceded the date of highway location approval;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the noise barrier; and
- funds must be available.

These criteria were established to provide a fair and equitable method of determining where noise barriers should be considered and constructed. There are many more requests for noise mitigation than we have the resources to address.

Mr. David E. Yager July 2, 1992 Page Two

When location approval was received by SHA in 1981 for improvements to US 50, the majority of homes in this community had not yet been constructed. Based on this criterion, Heritage Harbour is not eligible for noise barriers. Since there was such a long delay between location approval and actual reconstruction of US 50, there seems to be an assumption by some residents that noise barriers should be included as part of the highway construction. Unfortunately, this is not the case.

In 1990, at the request of Delegate Perry, extensive noise studies were performed to calculate the overall impact on this community since additional homes had been built by this time. These studies concluded that only three homes in the community were impacted above the 67 decibel threshold. Noise levels at your residence were determined to be about 60 decibels. This does not mean it is not noisy at your home, only that noise levels are well below the impact threshold.

In addition, noise prediction modelling was performed to determine what the future noise levels will be in the design year 2006. It was calculated that noise levels at your residence will rise to about 61 decibels by this time, still well below the impact threshold. These predicted noise levels are used to determine the cost per residence for noise barriers. It was calculated that three additional residences in Heritage Harbour will be impacted by the year 2006 for a total of six in this community. Dividing this number into the cost of a noise barrier amounts to a per residence cost of over \$100,000, far exceeding the reasonable cost per residence of \$40,000 under SHA's policy.

Included in the construction contract for the improvements to US 50, are plans for an extensive landscape planting to enhance the highway corridor and help buffer adjacent communities from the traffic. While this will not significantly reduce noise levels, it will provide much psychological relief to the residents living closest to the highway.

I regret we are unable to provide a more positive response to your concerns, but hope this information clearly presents the reasons for the State's position in this matter. If you have further questions, please do not hesitate to contact Charlie Adams, Director of SHA's Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely,

Hål Kassoff Administrator

cc:

Mr. Charles B. Adams Secretary O. James Lighthizer The Honorable Marsha Perry

STATE OF MARYLAND OFFICE OF THE GOVERNOR



IN REPLY REFER TO **PG-MDOT**

WILLIAM DONALD SCHAEFER GOVERNOR

ANNAPOLIS OFFICE STATE HOUSE ANNAPOLIS, MARYLAND 21401 (301) 974 3901

BALTIMORE OFFICE ROOM 1513 301 WEST PRESTON STREET BALTIMORE, MARYLAND 21201 (301) 225-4800

WASHINGTON OFFICE SUITE 315 444 NORTH CAPITOL STREET, N.W. WASHINGTON, D.C. 20001 (202) 638-2215

TDD (301) 333-3098

March 19, 1992

Ms. Catherine L. Zimmerman 117 Warwick Drive Lutherville MD 21093

Dear Ms. Zimmermann:

Thank you for your recent letter concerning noise barriers for the Orchard Hills community adjacent to I-695 in Baltimore County.

The entire retrofit noise barrier program, including the project to which you refer, is currently on hold. At this point, it is unclear whether/when the remaining noise retrofit projects might continue. Certainly, this will be influenced by the Department of Transportation's overall funding picture. If the program is re-enacted, I feel the counties should contribute to the cost of noise barriers within their jurisdiction. This cost-sharing concept proved successful in Howard County, where the county contributed one-third of the cost of the I-95 noise barrier at the Timberview community.

I hope this information adequately addresses your concerns. Thank you for bringing them to my attention. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design at (410) 333-8063.

Sincerely,

cc:

Mr. Charles B. Adams

Maryland Department of Transportation

The Secretary's Office



William Donald Schaefer
Governor

O. James Lighthizer Secretary

Stephen G. Zentz
Deputy Secretary

July 21, 1992

Mr. and Mrs. Edward Zuckerman 2514 Tudo Court Annapolis MD 21401

Dear Mr. and Mrs. Zuckerman:

Thank you for your recent letter concerning noise barriers for the Heritage Harbour community located adjacent to US 50 in Anne Arundel County.

I certainly understand your concern about the improvements to US 50 which are currently under way. Let me explain the State Highway Administration's (SHA) position in this matter relative to noise barriers.

For a community to be considered for noise abatement, <u>all</u> of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted (67 decibels or greater) residences must have preceded the date of highway location approval;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the noise barrier; and
- funds must be available.

These criteria were established to provide a fair and equitable method of determining where noise barriers should be considered and constructed. There are many more requests for noise mitigation than we have the resources to address.

My telephone number is (301)- 859-7600

TTY For the Deaf: (301) 684-6919

Mr. and Mrs. Edward Zuckerman July 21, 1992 Page Two

When location approval was received by SHA in 1981 for improvements to US 50, the majority of homes in this community had not yet been constructed. Based on this criterion, Heritage Harbour is not eligible for noise barriers. Since there was such a long delay between location approval and actual reconstruction of US 50, there seems to be an assumption by some residents that noise barriers should be included as part of the highway construction. Unfortunately, this is not the case.

In 1990, at the request of Delegate Marsha Perry, extensive noise studies were performed to calculate the overall impact on this community since additional homes had been built by this time. These studies concluded that only three homes in the community were impacted above the 67 decibel threshold. Noise levels at your residence were determined to be below 60 decibels. This does not mean it isn't noisy at your home, only that noise levels are well below the impact threshold.

In addition, noise prediction modelling was performed to determine what the future noise levels will be in the design year 2006. It was calculated that noise levels at your residence will not change appreciably by this time. These predicted noise levels are used to determine the cost per residence for noise barriers. It was calculated that only three additional residences in Heritage Harbour will be impacted by the year 2006 for a total of six in this community. Dividing this number into the cost of a noise barrier amounts to a per residence cost of over \$100,000, far exceeding the reasonable cost per residence of \$40,000 under SHA's policy.

Included in the construction contract for the improvements to US 50, are plans for an extensive landscape planting to enhance the highway corridor and help buffer adjacent communities from the traffic. While this won't significantly reduce noise levels, it will provide much psychological relief to the residents living closest to the highway.

I regret we are unable to provide a more positive response to your concerns, but hope this information clearly presents the reasons for the State's position in this matter. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of SHA's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

O. James Lighthizer,

Secretary

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O. James Lighthizer Secretary Hal Kassoff Administrator

March 11, 1992

Mr. A. Porter Barrows
Division Administrator
Federal Highway Administration
The Rotunda, Suite 220
711 West 40th Street
Baltimore MD 21211-2187



Dear Mr. Barrows:

Thank you for your recent letter concerning noise barriers for the Longford community adjacent to I-695 and I-83 in Baltimore County. We have responded to Mr. Paff and Ms. Morris addressing the issue of noise barriers for this community. Copies of these letters are enclosed for your information.

A noise abatement project for this area is currently in design under the Type II (retrofit) program. If this project is to proceed as a retrofit project, it will be necessary for Baltimore County to agree to the cost-sharing strategy which was used successfully in Howard County to allow construction of the I-95 barrier at the Timberview community. A revenue increase by the General Assembly would also be needed, sufficient to fund noise barrier projects.

We will also give every consideration for noise barriers when widening of the beltway occurs. Since any widening is likely to be several years away, we cannot make any commitment to a schedule.

I hope this explains the current noise abatement situation as it pertains to the Longford community. If you have further questions, please do not hesitate to contact me.

Sincerely.

Hal Kassoff Administrator

Attachments



O. James Lighthizer Secretary
Hal Kassoff
Administrator

August 17, 1992

The Honorable Helen Delich Bentley 200 East Joppa Road Towson MD 21204

Dear Congresswoman Bentley:

Per your request at our recent meeting, I am transmitting a list of areas along I-695, from Reisterstown Road to Harford Road, which meet the requirements for noise barriers under the Noise Abatement Program given the proposal to widen the Beltway. I am also enclosing a map.

The estimated cost to construct noise barriers in these locations amounts to about \$24 million. (Not included are a few locations where noise barriers have been requested, but which do not meet our noise abatement criteria.)

I hope this information is sufficient to assist you in your efforts to secure additional ISTEA monies for this work. We sincerely appreciate your efforts in this matter. If you have further questions, please do not hesitate to contact me at your convenience.

Sincerely,

Hal Kassoff
Administrator

Enclosure

cc: Secretary O. James Lighthizer



Maryland Department of Transportation

The Secretary's Office

260

William Donald Schaefer Governor

O. James Lighthizer Secretary

Stephen G. Zentz Deputy Secretary

July 13, 1992

The Honorable Helen Delich Bentley United States House of Representatives 1610 Longworth House Office Building Washington DC 20515

Dear Congresswoman Bentley:

I am writing to respond to questions you raised at the recent meeting held at the Longford community adjacent to I-695 and I-83 in Baltimore County.

First, let me say that the Longford community has been recognized as a potential candidate for noise barriers under the project planning studies for the widening of I-695. It has also been identified as meeting the requirements for noise barriers under the retrofit element of the State Highway Administration's (SHA) Noise Abatement Program.

As you are aware, the retrofit or Type II element of the noise abatement program has always been voluntary among the states. No federal directives require states to construct retrofit barriers and, in fact, most states opted to not participate in this strategy. Recently, the State of Michigan abandoned its retrofit program because of insufficient funds.

SHA's original intent was to implement a program which would provide noise abatement for only those communities, including Longford, which were impacted by initial construction of the Interstate system. Based on anticipated funding, a priority list and timetable were developed by the early 1980s. When federal funds were reduced in 1986, it became difficult to continue the program.

At this time, we simply do not have the funds to continue the retrofit program at the level originally envisioned. This is why the Governor's cost-sharing strategy emerged. Cost-sharing was first implemented with Howard County for the Timberview community adjacent to I-95. Howard County was the first local jurisdiction willing to participate financially in the noise barrier program, recognizing the local land use benefits involved. Without their participation, that project would not have proceeded. We have now made it a part of our policy to require a 20 percent local share to advance construction of a retrofit noise abatement project.

859-7600

The Honorable Helen Delich Bentley July 13, 1992 Page Two

The project that added an inside lane to the beltway in 1986 was limited in scope to improving a localized congestion problem on I-695 between the legs of I-83. This project did not add to the overall capacity of the beltway. Noise levels were not increased as a result of this construction; therefore, barriers were not installed.

In regard to future beltway widening, a timetable for improvements has not been finalized. Most of the funding is not yet available. Let me assure you, however, when improvements do advance, noise barriers will be included at the Longford community as part of any widening contract at this location or the first widening project constructed on either side immediately adjoining this location. We are hopeful that funding for the Baltimore Beltway will continue to be a priority of yours.

I hope this information adequately explains the current situation as it pertains to the Longford community concerning noise abatement. If you have further questions, please do not hesitate to contact me at your convenience.

Sincerely,

O. James Lighthizer Secretary



Maryland Department of Transportation

The Secretary's Office

William Donald Schaefer
Governor

O. James Lighthizer
Secretary

Stephen G. Zentz Deputy Secretary

February 26, 1992

Please Distribute

cc's / bcc's

Thank you.

The Honorable Helen Delich Bentley 200 East Joppa Road

Towson MD 21204

Dear Congression Bentley:

Thank you for your recent letter concerning noise barriers for the Cromwood, Coventry and Satyr Hills communities adjacent to the Beltway (I-695).

While this particular area is not on our current list of retrofit projects, it has been identified as a potential candidate for noise abatement measures. It meets our date and noise level criteria, but costs cannot be determined until further engineering studies are performed.

As you know, the funding allocated under the Intermodal Surface Transportation Efficiency Act (ISTEA) is not targeted for noise barriers, though noise barriers would be eligible. Other possible projects would include bridge, safety and pavement rehabilitation. We look forward to consulting with you on these options.

Hal Kassoff and Tom Osborne have discussed this with Bill Lally and will continue to consult with him. Thanks again for your keen interest in and support for our transportation programs.

Sincerely,

O. James Lighthixer

Secretary

cc: Mr. Hal Kassoff

859-7600

263

William Donald Schaefer Governor

O. James Lighthizer
Secretary
Stephen G. Zentz
Deputy Secretary

August 24, 1992

The Honorable F. Vernon Boozer 614 Bosley Avenue
Towson MD: 21204-4066

Dear Senator Boozer:

Thank you for your recent letter concerning noise barriers for the Dulaney Valley community adjacent to I-695 in Baltimore County.

The future of the retrofit noise abatement program is in doubt because of the limited availability of State funds. In order for individual projects to proceed, local participation in the funding will be required. This participation has been set at 20 percent of the construction costs. The priority for projects will be determined by the local commitment and the availability of federal funds.

Should improvements to I-695 proceed before retrofit projects; noise abatement will be constructed at locations which meet our noise abatement criteria. The Dulaney Valley community would fit into this category.

I hope this clarifies our position on the future of noise abatement on I-695. It has always been our intention to provide noise mitigation where impacts are initiated by highway improvements. If you wish to discuss this further, please do not hesitate to contact me or Hal Kassoff at (410) 333-1111.

Sincerely,

O. James Lighthizer

Secretary

cc: Mr. Hal Kassoff



Maryland Department of Transportation

The Secretary's Office

264

William Donald Schaefer Governor

O. James Lighthizer Secretary

Stephen G. Zentz Deputy Secretary

March 27, 1992

The Honorable F. Vernon Boozer James Senate Office Building 110 College Avenue Annapolis MD 21401-1991

Dear Senator Boozer:



Thank you for your recent letter concerning noise barriers for communities adjacent to I-695 in Baltimore County.

Let me address what seems to be the primary concern of these communities -- whether noise barriers will be included as part of future widening of the beltway. As I mentioned to you in my February 7 letter, a timetable for improvements to the beltway has not been set. It is impossible to predict at this time what funds will be available for the many projects which will be needed to complete the widening work. Therefore, I cannot say with absolute certainty, that noise barriers will be included in every beltway improvement project. Please be assured, however, that when beltway improvement projects do advance, we will give every consideration to those communities which meet the SHA noise barrier policy criteria.

I regret we are unable to provide a more positive response to your inquiry, but hope this information explains the current situation concerning noise abatement for the beltway. If you have further questions, please do not hesitate to contact me.

Sincerely,

O. James Lighthizer

Secretary



O. James Lighthizer Secretary Hal Kassoff Administrator

March 11, 1992

PLEASE REPLY TO: OFFICE OF DISTRICT ENGINEER 2323 WEST JOPPA ROAD BROOKLANDVILLE, MARYLAND 21022

The Honorable F. Vernon Boozer 614 Bosley Avenue Towson, MD 21204-4066

Dear Senator Boozer:

Thank you for your recent letter from Ms. Barbara Poniatowski, President of the Dulaney Valley Improvement Association. Her letter expressed concerns about the construction of noise barriers along Dulaney Valley and York Roads during construction to widen the beltway.

A timetable for improvements to the beltway has not been developed at this time. Due to the current financial situation the State Highway Administration (SHA) is in, the timing of the beltway widening is uncertain at this time and the noise barrier retrofit program is on hold. It is unclear when the beltway widening and noise barrier projects will resume.

Any noise mitigation associated with expansion of the beltway will be considered as part of the improvement projects. Communities will be eligible for noise barriers if they meet the criteria established by the SHA.

I regret we cannot offer you a more positive reply at this time. However, if you would like to discuss this matter further please don't hesitate to contact me at 321-3461.

DEGERYED 2 U

Sincerely,

Charles R. Harrison Metropolitan District Engineer

CRH: PGH: gkf

cc: Mr. H. Kassoff

Mr. N. Pedersen

Delegate John Bishop Delegate Gerry Brewster Delegate Martha Klima

Mr. Michael Tanczyn, Esquire

My telephone number is .

Mr. Charlie Adams

Mr. P. Humbertson

321-3461



266

O. James Lighthizer Secretary Hal Kassoff Administrator

PLEASE REPLY TO: OFFICE OF DISTRICT ENGINEER 2323 WEST JOPPA ROAD BROOKLANDVILLE, MARYLAND 21022

> The Honorable F. Vernon Boozer James Senate Office Building Room 410 110 College Avenue Annapolis, MD 21401-1991

February 18, 1992



Re: Noise Walls I-695

Dear Senator Boozer:

Thank you for your letter of January 30th regarding the concerns of Ms. Claudia A. Mouery over the lack of noise walls along I-695 near the Cromwell, Coventry, and Satyr Hill Communities.

For your use I am attaching a copy of the response which was sent directly to Ms. Mouery from Hal Kassoff which addresses her concerns.

I hope this information is useful to you. Should you have any further questions, please feel free to contact me at 321-3461.

Sincerely,

Orlginal Signed By:

CHARLES R HARRISON Charles R. Harrison Metropolitan District Engineer

CRH:ko Attachment

bcc: Gene Miller



267

O. James Lighthizer Secretary Hal Kassoff Administrator

February 11, 1992

Ms. Claudia A. Mouery 8711 Jennifer Road Baltimore MD 21234

Dear Ms. Mouery:

Thank you for your recent letter concerning noise barriers for the Cromwood, Coventry and Satyr Hills communities adjacent to the Beltway (I-695).

The initial statewide survey of potential noise abatement areas was performed in the late 1970's. By 1982, the priority list of retrofit projects was formulated and priorities established. Our records indicate the first inquiry from your area was received in 1985. Subsequent noise measurements taken in this area indicated that too few homes were impacted above the noise threshold level to meet the reasonable-cost criterion. We continued to monitor the area and by 1988 determined noise levels had increased and the area probably would now meet all the warrants for noise barriers. It must be pointed out that for any area, reasonable cost cannot be determined precisely until final engineering work is performed.

A reduction in Federal funds in 1986 jeopardized the entire retrofit noise abatement program. It was decided not to add projects to the original list to avoid raising hopes which might not be fulfilled. This was a prudent decision because the economic downturn has halted all retrofit barrier activity and there are still nine projects remaining on the original list.

A timetable for improvements to I-695 has not been developed at this time. While it will likely be several years at least before widening I-695 can be initiated, when such a project is undertaken we recognize that noise barriers will have to be considered as part of the widening project.

I hope this information describes the noise abatement situation as it relates to your community. If you wish to discuss this matter further, please do not hesitate to contact Mr. Charles B. Adams, Director of our Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely

Hal Kassoff Administrator

cc: Mr. Charles B. Adams

My telephone number is



5

Maryland Department of Transportation

The Secretary's Office



William Donald Schaefer Governor
O. James Lighthizer Secretary
Stephen G. Zentz
Deputy Secretary

February 7, 1992

The Honorable F. Vernon Boozer James Senate Office Building 110 College Avenue Annapolis MD 21401-1991

Dear Senator Boozer:

Following up on the recent meetings with Hal Kassoff and myself, I am writing to update you on the status of noise barriers for the Orchard Hills community adjacent to I-695 on the north side between York Road and Charles Street (see enclosed map).

This community is included as part of Project No. 20 on the original list of retrofit projects and currently ranks fourth in priority to be constructed. The cost of this project is estimated at \$4.8 million.

The problems caused by the current financial situation have halted our entire noise abatement program. At this point, we simply do not have the state share of funds to complete the remaining retrofit projects. The nine remaining retrofit projects can only proceed with a state revenue increase coupled with local participation in the funding. The cost-sharing concept was used in Howard County, where the county contributed approximately one-third of the cost of the I-95 barrier at the Timberview community.

A timetable for improvements to the Baltimore Beltway has not been developed at this time. Since we do not have sufficient funds either now or projected for all the needed work, we are unable to project a date as to when full expansion of the beltway would take place. This would include any noise mitigation associated with future beltway improvements. If noise barriers are required because of the expansion, the local matching fund requirement would not apply.

If you would like to discuss this matter further, please do not hesitate to contact me at your convenience.

Sincerely,

O. James Lighthizer

Secretary

Enclosure



Hole

O. JAMES LIGHTHIZEF Secretary

HAL KASSOFF Administrator

November 23, 1992

The Honorable Gerry L. Brewster 527 Allegheny Avenue
Towson MD 21204-4233

Dear Delegate-Brewster:

Thank you for your recent letter about sound barriers on the Baltimore Beltway, and for your kind remarks.

There is no formal schedule at the moment. We intend to move simultaneously on <u>all</u> projects. The final schedule will depend on possible technical and community issues, and our ability to resolve them in a timely manner. Also, the Federal funding is spread over the next several years.

In the meantime, if you have any questions, please do not hesitate to contact me or Charlie Adams, Director of the State Highway Administration's Office of Environmental Design. Charlie may be reached at 333-8063.

Sincerely,

Hal Kassoff Administrator



Maryland Department of Transportation

The Secretary's Office

270

William Donald Schaefer

Governor

O. James Lighthizer

Secretary

Stephen G. Zentz

Deputy Secretary

July 22, 1992

The Honorable Gerry L. Brewster 527 Allegheny Avenue Towson MD 21204-1991

10ws011 WID 21204-1991

Dear Delegate Brewster:

Thank you for your recent letter concerning noise barriers for the communities adjacent to I-695 between York Road and Dulaney Valley Road in Baltimore County.

These communities, except for Dulaney Towers, meet the requirements for noise barriers under the retrofit element of the State Highway Administration's Noise Abatement Program. Dulaney Towers does not meet the date criterion of the policy because it was constructed well after completion of the beltway. However, all of the communities in this area, including Dulaney Towers, meet the criteria and will be eligible for noise barriers under the project planning studies for widening of I-695.

As I mentioned to you in previous correspondence, the retrofit noise barrier program has been on hold. The resumption of the retrofit program will be dependent upon the availability of Federal funds and local participation in the funding.

When widening of the beltway occurs we will give every consideration to those communities which meet the SHA noise barrier criteria. There is no question about that. However, as you are aware, a timetable for such work has not yet been established.

I regret we cannot offer you more detailed information at this time. If you have further questions, please do not hesitate to contact me or Hal Kassoff, who may be reached at (410) 333-1111.

Sincerely,

O. James Lighthizer

Secretary

cc: Mr. Hal Kassoff

My telephone number is (410)-

859-7600

William Donald Schaefer Governor

O. James Lighthizer Secretary

Stephen G. Zentz Deputy Secretary

June 19, 1992

The Honorable Gerry L. Brewster 527 Allegheny Avenue Towson MD 21204-1991

Dear Delegate Brewster:

Thank you for your recent letter concerning noise barriers for the Longford community adjacent to I-83 and I-695 in Baltimore County.

The Longford community has been identified as meeting the requirements for noise barriers under the retrofit element of the State Highway Administration's Noise Abatement Program. It also has been identified as eligible for noise barriers under the project planning studies for widening of I-695 (Baltimore Beltway).

As I mentioned to you in my March 13th letter, the retrofit noise barrier program is on hold. The resumption of the retrofit program will be dependent upon the availability of Federal funds and local participation in the funding.

Additionally, as I indicated in my previous letter to you, should improvements to the beltway occur prior to any resumption of the retrofit program, we will give every consideration to those communities which meet SHA noise barrier criteria. In the case of the Longford community, I will say that when the beltway is widened either between the two legs of I-83 or in either of the two immediately adjacent segments of the beltway, we will implement the Longford Barrier.

I regret we cannot offer you more detailed information at this time. If you have further questions, please do not hesitate to contact me or Hal Kassoff, the State Highway Administrator. Mr. Kassoff may be reached at (410) 333-1111.

Sincerely,

2. James Lighthizer

Secretary

cc: Mr. Hal Kassoff, SHA

859-7600

March 3, 1992

The Honorable Gerry L. Brewster 308 Lowe House Office Building Annapolis MD 21401-1991

Dear Delegate Brewster:

Thank you for your recent letter on behalf of two of your constituents, Ms. Claudia Mouery and Ms. Elizabeth Ensz, concerning the I-695 widening and noise barriers for their respective communities in Baltimore County.

I have recently responded to Ms. Mouery and explained why her community is not on our retrofit noise barrier program. A copy of this letter is enclosed for your information. We continue to believe it would be imprudent to add this community to our retrofit list at this time because of the continued uncertainty of the program.

Ms. Ensz lives in the Orchard Hills community, which is located between York Road and Charles Street adjacent to the outer loop of I-695. This community is part of Project No. 20 on our original retrofit noise abatement program. This program is currently on hold. At this point, it is unclear whether and when the remaining noise retrofit projects might continue. Certainly, this will be influenced by the Department of Transportation's overall funding picture, which is a matter before the General Assembly. It has recently been decided that the remaining retrofit projects can only proceed with a state revenue increase coupled with county participation in the funding. We have adopted as a model the cost-sharing concept used in Howard County, where the county contributed one-third of the cost of the I-95 barrier at the Timberview community.

In regard to the beltway widening, a timetable for improvements has not been set. It is impossible to predict at this time what funds will be available for the many projects which will be needed to complete the widening work. Please be assured, however, that when beltway improvement projects do advance, we will give every consideration to those communities which meet the SHA noise barrier policy criteria. This would include both Ms. Mouery's and Ms. Ensz's communities.

The Honorable Gerry L. Brewster March 3, 1992 Page Two

I hope this information explains the current noise abatement situation as it pertains to these communities. If you have further questions, please do not hesitate to contact me or Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design. He may be reached at 333-8063.

Sincerely,

Hal Kassoff Administrator

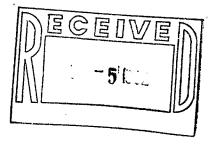
Enclosure

cc: Mr. Charles B. Adams

254

bcc: Mr. Eugene J. Miller, Jr.

Dictated by E. Miller, OED - X8071





O. James Lighthizer Secretary Hal Kassoff Administrator

February 11, 1992

Ms. Claudia A. Mouery 8711 Jennifer Road Baltimore MD 21234

Dear Ms. Mouery:

Thank you for your recent letter concerning noise barriers for the Cromwood, Coventry and Satyr Hills communities adjacent to the Beltway (I-695).

The initial statewide survey of potential noise abatement areas was performed in the late 1970's. By 1982, the priority list of retrofit projects was formulated and priorities established. Our records indicate the first inquiry from your area was received in 1985. Subsequent noise measurements taken in this area indicated that too few homes were impacted above the noise threshold level to meet the reasonable-cost criterion. We continued to monitor the area and by 1988 determined noise levels had increased and the area probably would now meet all the warrants for noise barriers. It must be pointed out that for any area, reasonable cost cannot be determined precisely until final engineering work is performed.

A reduction in Federal funds in 1986 jeopardized the entire retrofit noise abatement program. It was decided not to add projects to the original list to avoid raising hopes which might not be fulfilled. This was a prudent decision because the economic downturn has halted all retrofit barrier activity and there are still nine projects remaining on the original list.

A timetable for improvements to I-695 has not been developed at this time. While it will likely be several years at least before widening I-695 can be initiated, when such a project is undertaken we recognize that noise barriers will have to be considered as part of the widening project.

I hope this information describes the noise abatement situation as it relates to your community. If you wish to discuss this matter further, please do not hesitate to contact Mr. Charles B. Adams, Director of our Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely

Hal Kassoff Administrator

cc: Mr. Charles B. Adams



276

William Donald Schaefer
Governor

O. James Lighthizer
Secretary
Stephen G. Zentz
Deputy Secretary

March 13, 1992

The Honorable Gerry L. Brewster 308 Lowe House Office Building Annapolis, MD 21401-1991

Dear Delegate Brewster:

Thank you for your recent letter concerning noise barriers for the citizens in your district who live adjacent to I-695 in Baltimore County.

You should have recently received a letter from State Highway Administrator Hal Kassoff which addresses this issue. To summarize, the retrofit program is on hold because of a lack of funds and the need for local participation in the funding. It is not known whether Baltimore County has the desire or resources to pursue this.

Concerning the beltway widening, since a timetable for improvements has not been determined, it is difficult to predict what funds will be available to perform the widening work. We estimate the beltway improvements will cost more than our funds allow. Let me assure you, however, that when beltway improvement projects progress, we will give every consideration to those communities which currently meet SHA's criteria for retrofit noise barriers.

I hope this information clarifies our current situation and the noise abatement program. If you have further questions, please do not hesitate to contact me or Hal Kassoff. He may be reached at (410) 333-1111.

Sincerely,

O. James Lighthizer

Secretary

cc: Mr. Hal Kassoff



William Donald Schaefer
Governor

O. James Lighthizer
Secretary
Stephen G. Zentz
Deputy Secretary

January 14, 1992

The Honorable Benjamin L. Cardin House of Representatives 117 Cannon House Office Building Washington DC 20515

Dear Congressman Cardin:

Thank you for your recent letter, on behalf of Senator Nancy Murphy and her constituents, regarding noise barriers for the neighborhoods both you and Senator Murphy represent.

The problems caused by the current financial situation have jeopardized our entire noise abatement program. At this point, we simply do not have the local share to complete the remaining noise abatement projects in our original program. As you know, the Surface Transportation Assistance Act did not set aside funds strictly for noise abatement. Such projects will have to compete with bridge, safety and pavement rehabilitation projects.

Without additional state funding, Maryland stands to lose the ability to fully utilize Federal aid now made available. Governor Schaefer has recently indicated that the remaining noise barrier projects in the original program can only proceed with a state revenue increase, coupled with local participation in the funding. He has adopted as a model the cost-sharing concept recently used in Howard County, where the county contributed one-third of the cost of the I-95 barrier at the Timberview community.

You may be assured we will continue to explore ways to meet our previous commitments. If we get a revenue enhancement and Baltimore County is willing to share in the cost, we feel these projects will eventually become reality.

If you wish to discuss this matter further, please do not hesitate to contact me at your convenience.

Sincerely,

James Lighthizer

Secretary

859-7600

Mr. Charles B. Adams bcc:

Mr. Eugene J. Miller, Jr. Mr. Charles R. Olsen

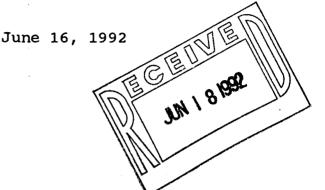
Dictated by E. Miller, EOD X8071



279

O. James Lighthizer Secretary Hal Kassoff Administrator

Office of District Engineer State Highway Administration 9300 Kenilworth Avenue Greenbelt, Maryland 20770



The Honorable Richard J. Castaldi County Administration Building 14741 Governor Oden Bowie Drive Upper Marlboro MD 20772

Dear Councilman Castaldi:

Thank you for your letter regarding the construction of a noise barrier along I-495 in the vicinity of Hunting Ridge Condominiums.

The State Highway Administration (SHA) has adopted the following criteria for noise abatement projects:

- Noise levels must exceed the impact threshold level of 67 decibels (dbA);
- The dwellings must have been in existence prior to the highway;
- A feasible method is available to reduce the noise;
- Seventy-Five percent (75%) of the affected residents must favor the project; and
- Funds must be available.

I must be candid, and tell you that my assessment of a noise abatement project at your location is "extremely" remote. Funding for noise abatement projects has been reduced in recent years and the future of our noise program is in doubt. We are making no new commitments for noise barriers, since the existing list of approved locations far exceeds available or anticipated revenues.

The Honorable Richard J. Castaldi June 16, 1992 Page 2

I regret not being able to provide you with more positive information. If you should have further questions, please call

Sincerely,

Creston J. Mills, Jr.

District Engineer

CJM:1c

cc: Mr. Charles B. Adams





O. James Lighthizer Secretary Hal Kassoff Administrator

July 24, 1992

The Honorable Mary A. Conroy Maryland House of Delegates 208 Lowe House Office Building _ Annapolis MD 21041

Dear Delegate Conroy:

Thank you for your follow-up letter on behalf of the Hunting Ridge Condominium Association, Inc. concerning noise barriers at Hunting Ridge adjacent to I-95 (Capital Beltway) in Prince George's County.

The noise barrier program will probably never be able to help communities that <u>post-date</u> the highway. If it did, it would require hundreds of millions of dollars for building barriers along most of our entire primary highway system for those who choose to locate adjacent to a major highway after it is built. The noise barrier program was intended to address impacts imposed on existing communities as a result of highway improvements.

Thanks again for sharing your views with us.

Sincerely,

Hal Kassoff Administrator

cc:

Mr. Charles B. Adams

P.S. We can have un stell must with representatives of Hundry Ridge to explain in detail the basis for our noise mityakin program



282

O. James Lighthizer Secretary Hal Kassoff Administrator

June 26, 1992

The Honorable Mary A. Conroy 208 Lowe House Office Building Annapolis MD 21041

Dear Delegate Conroy:

Thank you for your recent letter on behalf of the Hunting Ridge Condominium Association, Inc. concerning noise barriers for this location adjacent to I-95 (Capital Beltway) in Prince George's County.

For a community to be considered for noise abatement under the State Highway Administration's policy, all of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted residences must have preceded the original highway construction;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the noise barrier; and
- funds must be available.

These criteria were established to provide a fair and equitable method of determining where noise barriers should be considered and constructed. There are many more requests for noise mitigation than we have the resources to address.

An investigation of real estate dates indicates the Hunting Ridge Condominiums were constructed in 1974, well after the completion of the Beltway as a circumferential highway in 1964. Based on this criterion, the Hunting Ridge Condominiums are not eligible for noise barriers.

My teleph	none n	umbe	er is			<u> </u>		
			_	_	_	 _	_	

The Honorable Mary A. Conroy June 26, 1992 Page Two

I regret we are unable to provide a more positive response to your inquiry, but hope this information clearly presents the State's position in this matter. If you have further questions, please do not hesitate to contact me or Charlie Adams, Director of SHA's Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely,

Hal Kassoff Administrator

cc: Mr. Charles B. Adams





O. James Lighthizer Secretary Hal Kassoff Administrator

December 10, 1992

The Honorable Arthur Dorman Senate of Maryland 8270 New Hampshire Avenue Langley Park MD 20903-3423

Dear Senator Dorman:

Thank you for your recent letter concerning noise barriers for the Calverton community located adjacent to I-95 in Prince George's County.

The planning efforts for I-95 were performed prior to the National Environmental Policy Act of 1969 (NEPA). It was <u>after NEPA</u> that environmental impact studies for highway projects were initiated. These studies include the analysis of noise impacts; however, no studies of noise were performed for the construction of I-95. In your letter you indicated that the entire community of 1,200 homes are impacted by highway noise. While it may be that all of these homes hear noise from I-95, the measure of noise used in determining impact is 67 decibels. The studies which we have conducted do not indicate anywhere near that level of impact.

The Calverton community does meet the date and noise impact criteria for noise barrier eligibility. Preliminary studies done last year indicate the cost per residence exceeds the \$40,000 per residence limit by \$10,000.

I appreciate your letting me know of the community's concerns. Again, I wish we were in a position to finance all noise barriers where they are needed, but unfortunately, that is not possible. I truly regret I cannot offer a more positive response. If you wish to discuss this matter further or have any questions, please feel free to contact me or Charlie Adams, Director of our Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely,

Hal Kassoff Administrator

cc: Mr. Charles B. Adams



285

O. James Lighthizer Secretary Hal Kassoff Administrator

December 11, 1992

The Honorable Charles C. Feaga Howard County Council George Howard Building 3430 Court House Drive Ellicott City MD 21043-4392

Dear Councilman Feaga:

Thank you for your recent letter to Neil Pedersen concerning the noise and safety situation at the Hickory Ridge community at the interchange of MD 32 and US 29 in Howard County.

We will investigate this area to determine the present noise impacts and to evaluate your suggestion about a wooden privacy fence. This study will take several months to complete, and we will let you know of our findings. You should expect to hear from us by mid-March.

If you have any questions in the meantime, please feel free to contact me or Charlie Adams, Director of our Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely,

Hal Kassoff Administrator

cc: Mr. Charles B. Adams

Mr. Neil J. Pedersen

Mr. Douglas R. Rose



286

O. James Lighthizer Secretary Hal Kassoff Administrator

October 13, 1992

The Honorable Brian Frosh
The Honorable Gil J. Genn
The Honorable Nancy K. Kopp
222 Lowe House Office Building
Annapolis MD 21401-1991

Representation of the Management of th

Dear Delegates Fresh, Genn and Kopp:

Thank you for your recent letter concerning the State Highway Administration's Noise Abatement Program, especially as it relates to the Sixteenth Legislative District.

Enclosed is a list and map depicting the completed and potential Type I and Type II noise abatement projects for Howard, Montgomery and Prince George's Counties. A summary of this list is as follows:

TYPE I	Howard	Montgomery	Prince George's	
Completed	0	8	4	
Under Construction	0	1.	1	
Meets Type I Criteria	0	1.	0	
• •				
	0	10	5	
TYPE II	Howard	Montgomery	Prince George's	
		3,	3	
Completed	1	5	4	
	1 0			
Completed	1 0 0	5	4	
Completed Under Design	1 0 0 1	5	4 2	
Completed Under Design Original Type II Project	1 0 0 1	5 0 0	4 2 2	

Note: Project No. 15 is located in both Montgomery and Prince George's counties.

My telephone	number is	:		

25

The Honorable Brian Frosh The Honorable Gil J. Genn The Honorable Nancy K. Kopp October 13, 1992 Page Two

As indicated, we have completed 13 projects in Montgomery County, eight in Prince George's County, and one in Howard County. Both Montgomery and Prince George's Counties each have one project under construction.

The date of authorization for noise abatement projects occurs when funds become available. This is generally about two years before the actual completion of these projects, as listed on the enclosed table.

I hope this information is helpful to you. If you have any questions or require additional information, please do not hesitate to contact me or Mr. Charles B. Adams, Director of our Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely,

Hal Kassoff Administrator

Enclosures

cc: Mr. Charles B. Adams



28\$

STATE HIGHWAY ADMINISTRATION NOISE ABATEMENT PROGRAM Howard, Montogoméry, and Prince George's Counties

October, 1992

TYPE I

Proj. I.D.	Route	Location	No of Walls	County	Completed	Remarks
1	MD 197	Laurel	1	PG	1978	
2	I-270	Old Tilden Farm	1	M	1988	
3	I-270	Saddlebrook	1	M	1989	_
4	I-270	Rockmeade/Rockshire	1	M	1989	•
5	I-270	Woodley Gardens	1	M	1989	•
6	I-270	Brighton Village	2	M	1989	
7	I-370	Rosedale Apartments	1	M	1989	
8	I-270	Fox Chapel	1	M	1991	
9	I-495	Rock Creek	3	M	1988	
10	MD 410	Lanham Terrace	1	PG	1988	•
11	I-595	Whitfield Woods/Carsondal	e 2	PG	1991	
	I-595	Bowie	2	PG	1991	
12	. I-595	Bovie	2	PG		Under Construction
13	I-495	Carderock	2	M		Under Construction
14 A	1-495 MD 28	Stonebridge	1	М	: +	Meets Type I Criteria

TYPE II

Proj. I.D.	Route	Location	No of Walls	County	Completed	Remarks
1	I-495	Forest Glen	1	M	1982	
3	I-95	New Carrollton	3	PG	1986	
7	I-495	Silver Spring	1	M	1986	
8	I-95	Oxon Hill	2	PG	1987	•
11	I-495	Silver Spring	2	M	1988	
12	I-95	College Park	3	PG	1988	
15	I-495	Hillandale	2	M/PG	1991	
17	I-495	Four Corners	4	M	1991	•
23	I-95	Timberview	1	HO	1991	
H	I-95	Glenarden	2	PG		Under Design
D	I-95	Birchwood City	1	PG	. ********	Under Design
22	I-95	Lanham	1	PG		Original Type II Project No. 22
24	I-95	West Laurel	1	PG		Original Type II Project No. 24
A	I-495	Woodside Forest	2	M		Meets Criteria, Not Committed
C	I-70	Millbrook	1	HO		Meets Criteria, Not Committed
E	I-95	Calverton	1	PG		Meets Criteria, Not Committed
T	I-495	Bethesda	3	M		Meets Criteria, Not Committed
F	US 50	Landover Hills	1	PG		Meets Criteria, Not Committed
G	I-495	Indian Springs	1	M		Meets Criteria, Not Committed



Maryland Department of Transportation

The Secretary's Office

June 19, 1992

William Donald Schaefer Governor

O. James Lighthizer Secretary Stephen G. Zentz Deputy Secretary

The Honorable Parris N. Glendening County Executive The Prince George's County Government 14741 Governor Oden Bowie Drive Upper Marlboro MD 20772

Dear County Executive Glendening:

I am writing to bring you up-to-date on the status and schedule for the proposed noise abatement project on the Capital Beltway, from MD 704 to MD 202, at the Glenarden community. You will recall that on February 10 of this year, in your letter to Senator Trotter, you agreed that the County would participate in the cost of this noise barrier, as called for in our current policy. Enclosed is a draft agreement for your review and which confirms the County's share of the funding in the amount of 20 percent of the total construction cost of the project. This has been reduced from the 30 percent originally requested.

My original pledge to Senator Trotter was to initiate construction of this project within two years of the effective date of a revenue increase. Preliminary work has already begun on the design of noise barriers, and we anticipate a construction start of April, 1994. This noise barrier project is one of the largest we have yet undertaken, with an estimated cost of \$6 million. Therefore, the County's share will be about \$1.2 million.

I hope this meets with your concurrence. Please forward any questions or comments to me or Hal Kassoff. Mr. Kassoff may be reached at (410) 333-1111.

Sincerely,

O. James Lighthizer

Enclosure

The Honorable Steny Hover cc:

Mr. Hal Kassoff

The Honorable Decatur Trotter

My telephone number is (410)-

290

MEMORANDUM OF UNDERSTANDING BETWEEN THE MARYLAND STATE HIGHWAY ADMINISTRATION, AND PRINCE GEORGE'S COUNTY, MARYLAND

This MEMORANDUM OF UNDERSTANDING made this ______ day of ______, 1992, by and between THE MARYLAND STATE HIGHWAY ADMINISTRATION, hereinafter called the ADMINISTRATION, and PRINCE GEORGE'S COUNTY. MARYLAND, hereinafter called the COUNTY.

WHEREAS, the ADMINISTRATION and COUNTY are desirous of undertaking the construction of noise abatement walls on I-95 (Capital Beltway) from MD 704 to north of MD 202, hereinafter called the PROJECT; and

WHEREAS, 20 percent of the cost of construction for the PROJECT, including construction overhead costs, is to be funded by the COUNTY; and

NOW, THEREFORE, in consideration of the mutual promises between the ADMINISTRATION and COUNTY, the adequacy of which is hereby acknowledged, be it understood that:

- 1. The PROJECT is described as follows:
 Construction of reinforced concrete noise abatement walls on both sides of I-95 (Capital Beltway) between MD 704 and north of MD 202 where necessary to mitigate highway noise to the adjacent communities, a distance of approximately 1.1 miles. (Attachment 1)
- 2. The ADMINISTRATION'S obligations will be as follows:

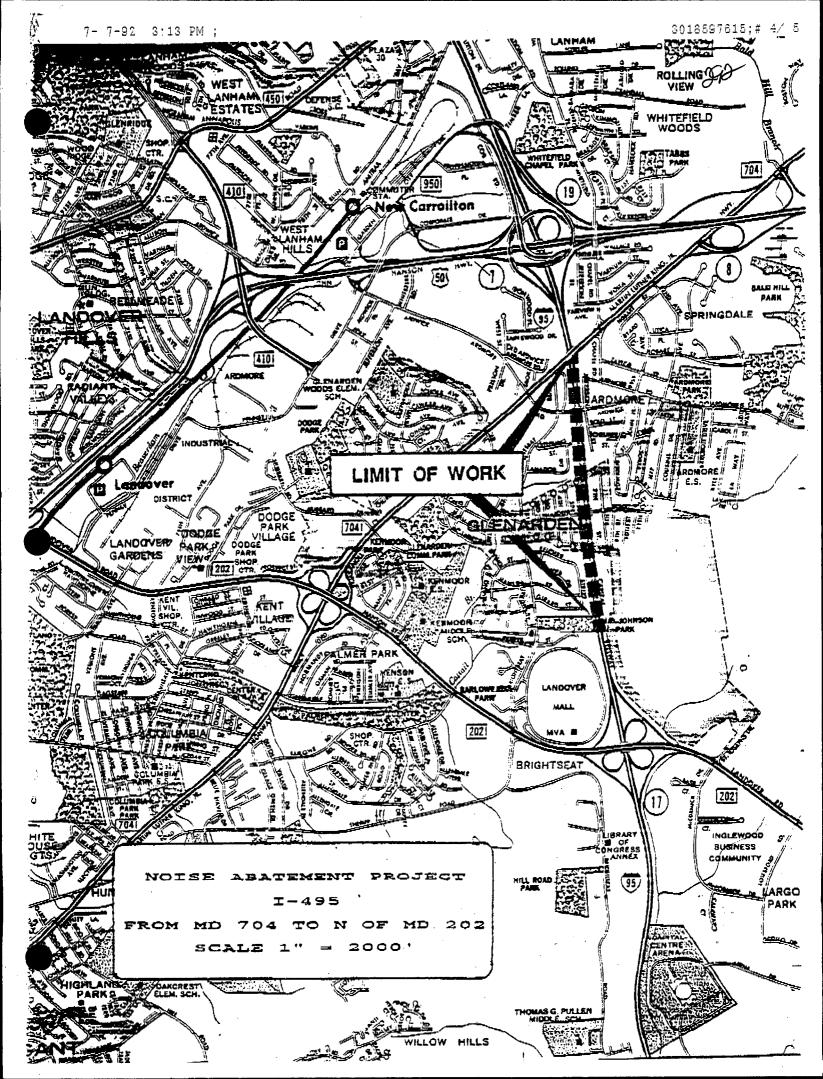
 a. The ADMINISTRATION will execute the design, right-ofway easements, if any, construction and inspection of
 the PROJECT. under contract
 - b. The ADMINISTRATION will invoice the COUNTY for the cost of work described in Item 3 for the PROJECT, up to the limit of the COUNTY'S contribution, prior to the notice to proceed for the construction work. The COUNTY'S share will be based on the actual bid price accepted by the ADMINISTRATION. Additional costs over the bid price incurred by the ADMINISTRATION during the construction process will be invoiced to the COUNTY at the rate of 20 percent of these costs plus construction overhead. The current total estimated cost of the PROJECT is \$6 million.
- 3. The COUNTY'S obligation for financing a portion of the cost of the PROJECT will be limited to 20 percent of the actual construction cost, including construction overhead costs, up to a sum not exceeding one million two hundred thousand dollars (\$1.200,000).

991

4. This MEMORANDUM OF UNDERSTANDING shall inure solely to the mutual benefit of the COUNTY and ADMINISTRATION.

IN WITNESS WHEREOF, the parties hereto have caused this MEMORANDUM OF UNDERSTANDING to be executed by their proper and duly authorized officers, on the day and year first above written.

WITNESS:		STATE HIGHWAY ADMINISTRATION
	BY:	Hal Kassoff State Highway Administrator
APPROVED AS TO FORM AND LEGAL SUFFICIENCY:		RECOMMENDED FOR APPROVAL:
Edward S. Harris Assistant Attorney General Chief Counsel for the State Highway Administration		Charles B. Adams. Director Office of Environmental Design
19		19
WITNESS		PRINCE GEORGE'S COUNTY, MARYLAND
	BY:	Major Riddick Chief Administrative Officer
APPROVED AS TO FORM AND LEGAL SUFFICIENCY:		RECOMMENDED FOR APPROVAL:
		, Director Department of Public Works and Transportation





ga?

O. James Lighthizer Secretary Hal Kassoff Administrator

July 6, 1992

Mr. Gary Gould Engineer of Design and Environment 2300 South Dirksen Parkway, Room 004 Springfield IL 62764

Attention: Ms. Cheryl Cathey

Dear Mr. Gould:

Thank you for your recent letter concerning Maryland's noise abatement program.

The Maryland State Highway Administration (SHA) has been consciously involved in the mitigation of traffic noise since 1967 with the construction of an earth berm along the Capital Beltway adjacent to a residential community. We have been constructing noise walls under both Type I and Type II programs since 1978.

Type I is when noise abatement measures are considered under the environmental studies for a new highway or improvements to an existing highway. Type II is when noise abatement measures are considered for an existing area where no highway improvements are effected.

For a community to be considered for noise abatement under SHA's policy, all of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted residences must have preceded highway location approval (Type I); or
- a majority of the impacted residences must have preceded the original highway construction (Type II);
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence protected may not exceed \$40,000;

My	telephone number is	
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Mr. Gary Gould July 6, 1992 Page Two

- seventy-five percent (75%) of the affected residents must favor the noise barrier; and
- funds must be available.

These criteria were established to provide a fair and equitable method of determining where noise barriers should be considered and constructed. There are many more requests for noise mitigation than we have the resources to address.

The large majority of Maryland's noise barriers have been steel reinforced pre-cast concrete panels, although, several wooden barriers and a fiberglass reinforced concrete wall have been erected. We have also used steel panel noise walls for bridge structures because of weight considerations.

SHA has developed a standard system which uses a steel post (I-beam) and pre-cast concrete panel configuration. Steel reinforced caissons are employed to support the system. The architectural finish is an exposed aggregate on one or both sides of the panels. Where aggregate is not used, a double-raked finish with an acrylic stain is utilized. In addition to the Maryland standard system, we have also allowed and used two proprietary systems: Fanwall and Sierra Wall.

Fanwall is a concrete system licensed by the Fanwall Corporation of Arlington, Virginia which uses concrete panels without caisson foundations. The weight and the configuration of the panels, which are joined together at the ends by stainless steel aircraft cables, provides lateral stability.

Sierra Wall is manufactured by the Smith-Midland Corporation, Midland, Virginia. It is a noise barrier which uses a one piece concrete post and panel system. A slot on the post end of the integral piece accepts the next panel/post piece. The post end is bolted to a concrete caisson foundation. The costs of the Fanwall and Sierra Wall systems are generally comparable to the State system.

The average height of noise barriers in Maryland is approximately 18 feet. The average cost of the barrier system runs about \$27 per square foot which includes ancillary items such as maintenance of traffic, erosion and sediment control, drainage, landscaping and construction overhead (currently 14.6%). This equates to a per mile cost of \$2.5 million. The actual cost of the wall system itself runs about \$1.5 million per mile.

Mr. Gary Gould July 6, 1992 Page Three

The design goal of Maryland's noise abatement projects is to reduce noise levels 7 - 10 decibels at the closest residences at the first floor level. We feel five decibels the minimum reduction to be considered significant. Follow-up measurements verify our goal has been achieved. We consistently meet or exceed our design goal requirements.

Maryland provides access doors to allow passage through the noise barriers for emergency and maintenance purposes. In addition, we provide fire hose fittings which allows residential fire hydrants to be accessed from the highway through the wall.

Maryland's philosophy on noise barriers is to provide structures that will last the life of the highway. We feel the cost of these structures, albeit higher than other systems, is justified due to reduced or negligible maintenance costs. Follow-up studies have determined an approval rating by the public of over 85 percent on the overall worthwhileness of our noise abatement projects.

A copy of our noise abatement policy is enclosed for your perusal. We are forwarding, under separate cover, a copy of the plans and special provisions for SHA's standard noise barrier system.

I hope this information adequately responds to your inquiry. If you have additional questions or require clarification of what is contained here, please feel free to contact Gene Miller, of my staff. Gene may be reached at this same address or by phone at (410) 333-8071.

Charles B. Adams

Director

Sincerely

Office of Environmental Design

Enclosure

cc: Mr. Charles R. Olsen

Mr. Gene Miller

296

STATE HIGHWAY ADMINISTRATION NOISE POLICY

- 1. The State Highway Administration evaluates the noise impacts of any major project which adds roadway capacity or involves major reconstruction, and evaluates noise problems on existing access controlled roadways upon request.
- 2. The State Highway Administration has two programs for noise mitigation -- Type I which addresses noise impacts created by new construction or reconstruction projects, and Type II which addresses noise impacts on existing highways.
- 3. Type I Mitigating Noise Impacts on New Construction or Reconstruction Projects

Where noise impacts are created as a result of highway construction projects, the State Highway Administration will consider the following factors:

- a) whether Federal Highway Administration Noise Abatement Criteria are exceeded;
- b) whether a substantial noise increase would result from the highway project;
- c) whether a feasible method is available to reduce the noise;
- d) whether the noise mitigation is cost effective for those receptors that are impacted;
- e) whether the mitigation is acceptable to the people affected:
- f) whether funds are available, and;
- g) other key site specific issues.

Based upon these factors, a determination will be-made on reasonability and feasibility of providing noise mitigation.

- 4. Type II Mitigating Noise Impacts on Existing Highways
 The State Highway Administration will consider noise
 mitigation along existing highways where current noise
 levels exceed Federal Highway noise abatement criteria if:
 - a) a majority of the affected noise receptors were there before the highway;
 - b) a feasible method is available to reduce the noise;
 - c) the noise mitigation is cost effective;
 - d) the project is acceptable to the people affected; and

- e) funds are available.
- f) other key site specific issues.

Based upon these factors, a determination will be made on reasonability and feasibility of providing noise mitigation.

5. Where noise levels that exceed Federal Highway noise abatement criteria occur, and the affected noise receptors do not qualify for noise barriers, the State Highway Administration will consider alternative measures to provide partial mitigation. Such alternatives may include visual screening or landscaping.

Approval Recommended:

4/21/87

Date

State Highway Administrator

Policy Approved and Effective:

4/21/87 Date

Secretary

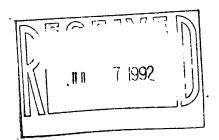


298

O. James Lighthizer Secretary Hal Kassoff Administrator

Office of District Engineer State Highway Administration 9300 Kenilworth Avenue Greenbelt, Maryland 20770

July 6, 1992



The Honorable Leo E. Green 3123 Belair Drive Bowie MD 20715

Dear Senator Green:

This is in response to your letter regarding the Lanham Station Citizens' Association's request for "Noise Barriers" along the Beltway.

As you know, the Lanham Station location, along with many other throughout the State, have been found to meet our "Noise Abatement" criteria and are on a list for construction pending the availability of funds and/or a decision on the future of the program.

The noise walls along the Beltway at Glenarden, which were recently approved for construction by Secretary Lighthizer, were also in this category and a priority of Prince George's County. The Glenarden project is moving forward in part due to the County's commitment to provide 20% of the project's funding. However, since there has been no commitment by the County for the Lanham Station location, and State funds are not available, the project remains on the list and its status unchanged.

I assume this will provide a satisfactory explanation of the situation to Mrs. Kirkland, and request you call me with any questions.

Sincerely)

Creston J. Mills, Jr. District Engineer

CJM:lc

cc: Charles Adams

My telephone number is _____



299

O. James Lighthizer Secretary Hal Kassoff Administrator

Office of District Engineer State Highway Administration 9300 Kenilworth Avenue Greenbelt, Maryland 20770

June 16, 1992

The Honorable Leo E. Green 3123 Belair Drive Bowie MD 20715

Dear Senator Green:

Thank you for your letter regarding the construction of a noise barrier along I-495 in the vicinity of Hunting Ridge Condominiums.

The State Highway Administration (SHA) has adopted the following criteria for noise abatement projects:

- Noise levels must exceed the impact threshold level of 67 decibels (dbA);
- The dwellings must have been in existence prior to the highway;
- . A feasible method is available to reduce the noise;
- Seventy-Five percent (75%) of the affected residents must favor the project; and
- Funds must be available.

I must be candid, and tell you that my assessment of a noise abatement project at your location is "extremely" remote. Funding for noise abatement projects has been reduced in recent years and the future of our noise program is in doubt. We are making no new commitments for noise barriers, since the existing list of approved locations far exceeds available or anticipated revenues.

My telephone number is ______

The Honorable Leo E. Green June 16, 1992 Page 2

I regret not being able to provide you with more positive information. If you should have further questions, please call me.

Sincerely,

Creston J. Mills, Jr.

CJM:1c

301

O. James Lighthizer Secretary Hal Kassoff Administrator

August 14, 1992

The Honorable Philip C. Jimeno Maryland State Senate 305 James Senate Office Building Annapolis MD 21401-1991

Dear Senator Jimeno:

Thank you for your recent letter on behalf of your constituent, Ms. Patricia Gilbert, regarding noise barriers along MD 10 in Anne Arundel County.

For a community to be considered for noise abatement under SHA's policy, <u>all</u> of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted residences must have preceded the original highway construction;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the noise barrier; and
- funds must be available.

The community in which Ms. Gilbert lives is beyond the limits of construction for the extension of MD 10. Therefore, it was not considered as part of the studies for noise barriers under the road construction contract. However, we did perform a study of noise levels along this section of MD 10 before and after the extension was opened to traffic to assess any change in noise impacts to the residences along the original MD 10. This study indicated that the noise levels increased about 2-3 decibels after the opening of the extension in 1989. This difference is barely discernable to the human ear. This study also showed that even with this increase, the noise levels remained below the impact threshold level of 67 decibels which is one of the eligibility criteria of the noise abatement program.

The Honorable Philip C. Jimeno August 14, 1992 Page Two

I regret that we cannot offer a more positive response to your inquiry, but hope we have adequately explained the situation as it relates to the MD 10 corridor. If you wish to discuss this matter further, please do not hesitate to contact me or Charlie Adams, Director of SHA's Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely

Hal Kassoff Administrator



Maryland Department of Transportation

The Secretary's Office



William Donaid Schaefer
Governor

O. James Lighthizer
Secretary
Stephen G. Zentz

Deputy Secretary

November 13, 1992

The Honorable A. Wade Kach 214 Ashland Road Cockeysville MD 21030

Dear Delegate Kach:

Thank you for your recent letter concerning noise barriers for the Longford community adjacent to southbound I-83 at I-695 in Baltimore County.

I am pleased to inform you that as a result of special federal funding obtained by Congresswoman Helen Bentley, we will complete the remaining Type II (retrofit) noise barriers for the Baltimore Beltway, including the Longford community. A complete list of areas is shown on the enclosed map.

At the present time, schedules have not been finalized for construction starts, but projects will be advanced over the next six years.

Federal funds will comprise 80 percent of the construction cost, with the State and Baltimore County contributing equally to the remaining 20 percent.

If you have further questions in this matter, please do not hesitate to contact me or Charlie Adams, Director of SHA's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

James Lighthizer

Secretary

Enclosure



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William Donald Schaefer

Governor

O. James Lighthizer Secretary Stephen G. Zentz

Deputy Secretary

August 18, 1992

The Honorable Martha S. Klima Maryland House of Delegates 1403 Newport Place Lutherville MD 21093

Dear Delegate Khima:

Thank you for your recent letter concerning noise barriers for the Dulaney Valley community adjacent to I-695 in Baltimore County.

The future of the retrofit noise abatement program is in doubt because of the limited availability of State funds. In order for individual projects to proceed, local participation in the funding will be required. This participation has been set at 20 percent of the construction costs. The priority for projects will be determined by the local commitment and the availability of federal funds.

Should improvements to I-695 proceed before retrofit projects, noise abatement will be constructed at locations which meet our noise abatement criteria. The Dulaney Valley community would fit into this category.

I hope this clarifies our position on the future of noise abatement on I-695. It has always been our intention to provide noise mitigation where impacts are initiated by highway improvements. If you wish to discuss this further, please do not hesitate to contact me or Charles Adams, Director of SHA's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

D. James Lighthizer

Secretary

cc: Mr. Hal Kassoff





Maryland Department of Transportation

The Secretary's Office

December 26, 1991

May

William Donald Schaefer
Governor

O. James Lighthizer
Secretary
Stephen G. Zentz
Deputy Secretary

The Honorable Martha S. Klima Maryland House of Delegates 1403 Newport Place Lutherville MD 21093

Dear Delegate Hima:

It was a pleasure meeting with you and the other elected officials recently to discuss the Draft 1991-1997 Consolidated Transportation Program (CTP). At this meeting, you asked us to provide you with a written statement about the status of and outlook for our noise barrier program. You also asked us to provide copies of our response to the entire Baltimore County Delegation.

The Maryland Department of Transportation with the concurrance of Governor William Donald Schaefer has adopted a policy which allows these projects to proceed only if sufficient funding is available and with a minimum of 30 percent local participation in the funding. We have adopted as a model the cost-sharing concept used in Howard County, where the county contributed one-third of the cost of the I-95 barrier at the Timberview community.

The remaining projects on the original program list, in the original priority order, are as follows:

I-695	US 1A (Southwest Blvd) to MD 372 (Wilkens Avenue)
I-695	York Road to Dulaney Valley Road
I-83/695	Thornton Road to Seminary Avenue
I-695	Charles Street to York Road
I-695	US 40 to I-70
I-95	B/W Parkway to Goodluck Road (PG County)
I-95	MD 198 to Brooklyn Bridge Road (PG County)
I-95	Baltimore City Line to Hazelwood Avenue
I-95	Southwest Blvd to MD 166 (Metropolitan Blvd)

The estimated cost to complete these nine projects is \$30 million. Those in Baltimore County amount to \$26.4 million.

30P

The Honorable Martha S. Klima December 26, 1991 Page Two

Because of our ongoing revenue shortfall, we are unable to commit to funding these porjects in the near future. I wish we could offer a more positive outlook, but you may be assured we will continue to explore ways to address the completion of this program with additional revenues.

If you wish to discuss this matter further, please do not hesitate to contact me at your convenience.

Sincerely,

O. James Lighthizer Secretary

cc: See Attached Distribution List

Mr. Hal Kassoff

bcc: Mr. Charles B. Adams

Mr. Hal Kassoff

Mr. Eugene J. Miller, Jr.

Mr. Charles R. Olsen

Dictated by C. Adams, OED - X8063

Benisch by Jeff STune - x 7800

Distribution List

The Honorable Leon Albin

The Honorable John S. Arnick

The Honorable Joseph Bartenfelder

The Honorable F. Vernon Boozer

The Honorable Gerry L. Brewster

The Honorable Thomas L. Bromwell

The Honorable Michael J. Collins

The Honorable Louis L. DePazzo

The Honorable Thomas E. Dewberry

The Honorable Richard N. Dixon

The Honorable Robert L. Ehrlich, Jr.

The Honorable Connie C. Galiazzo

The Honorable Vincent J. Gardina

The Honorable Larry E. Haines

The Honorable Roger B. Hayden

The Honorable Paula C. Hollinger

The Honorable William A. Howard, IV

The Honorable Leslie Hutchinson

The Honorable A. Wade Kach

The Honorable Martha S. Klima

The Honorable Lawrence A. LaMotte

The Honorable Theodore Levin

The Honorable E. Farrell Maddox

The Honorable Berchie L. Manley

The Honorable Donald C. Mason

The Honorable Kenneth H. Masters

The Honorable Richard C. Matthews

The Honorable Melvin G. Mintz

The Honorable Louis P. Morsberger

The Honorable Nancy L. Murphy

The Honorable Janice Piccinini

The Honorable James F. Ports

The Honorable Alfred W. Redmer, Jr.

The Honorable Douglas B. Riley

The Honorable C.A. Dutch Ruppersberger, III

The Honorable Richard Rynd

The Honorable Ellen R. Sauerbrey

The Honorable Norman R. Stone, Jr.

The Honorable Micheal H. Weir





O. James Lighthizer Secretary Hal Kassoff Administrator

November 13, 1992

The Honorable Nancy K. Kopp Maryland House of Delegates 222 Lowe House Office Building Annapolis MD 21401-1991

Dear' Delegate Kopp: Nancy

Thank you for your recent letter concerning the community's desire for noise barriers on I-495 between Fernwood and Old Georgetown Roads in Bethesda.

As was discussed at the recent Consolidated Transportation Program (CTP) tour meeting, we are preparing a briefing for you and the other members of the Sixteenth District Delegation on the State Highway Administration's (SHA) Noise Abatement Program. At that time, we will discuss both Type I and Type II noise abatement issues for the entire District. We will schedule this meeting for early January, 1993.

Enclosed is a copy of the Statewide Summary for retrofit (Type II) noise barrier projects, completed and anticipated, which will be part of our discussion at this meeting. Let me provide some specific background information which we will be prepared to discuss at our briefing.

The Type II, or retrofit, element of the noise abatement program has always been voluntary among the states. No federal directives require states to construct retrofit barriers and, in fact, most states opted to not participate in this strategy. Recently, the State of Michigan abandoned its retrofit program because of insufficient funds.

SHA's program intent was to provide noise abatement for only those communities which were impacted by initial construction of the Interstate system. Based on anticipated funding, a priority list and timetable were developed by the early 1980's. At that time, the communities on I-495 between the I-270 spurs that pre-existed the construction of the Beltway were not deemed eligible for noise barriers because they did not meet the 67 decibel noise level threshold.

The Honorable Nancy K. Kopp November 13, 1992 Page Two

In 1986, federal funds were reduced, which brought the entire retrofit program to an abrupt halt. It was simply impossible to continue the retrofit program until the cost-sharing strategy emerged in 1989, which was first employed with Howard County for the Timberview community adjacent to I-95. Howard County was the first local jurisdiction to participate financially in the noise barrier program, recognizing the local land use benefits involved. Without their participation, that project would not have proceeded. We have now made it a part of our policy to require a 20 percent local share to advance construction of a retrofit noise abatement project.

The Singleton Road area, which you met with Charlie Adams about, is one of the areas which has been identified as meeting the date and impact noise level eligibility criteria. The cost per residence would be confirmed during the design phase. It was not one of our original list of twenty-six areas and is shown on the attached list as not committed for funding. Funding for this area would be subject to fund availability and local participation in the construction cost.

Thank you for bringing the community's concerns to my attention. In the meantime, if you have any questions, please feel free to contact me or Charlie Adams, Director of our Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely,

Hal Kassoff Administrator

Enclosure

CC:

Mr. Charles B. Adams

P.S. Nancy -- . f you wild list or separate many on this, lat



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William Donald Schaefer
Governor

O. James Lighthizer
Secretary
Stephen G. Zentz
Deputy Secretary

October 9, 1992

The Honorable Betty Ann Krahnke Montgomery County Council Stella B. Werner Council Building Rockville MD 20850

Dear Councilmember Krannke:

Thank you for your recent letter on behalf of the Park View community concerning noise barriers along I-495 in Montgomery County.

The State Highway Administration (SHA) has initiated an investigation of the current noise levels in this community to determine if conditions have substantially changed since measurements were last taken. Unfortunately, field measurements taken last week were analyzed and deemed invalid because the noise made by cicadas in the area. SHA will continue its study when the cicadas quiet down for the season; we anticipate completing the study by the end of November.

When the original environmental studies were done several years ago for the Beltway widening, it was determined that Park View did not qualify for noise barriers because the criterion for reasonable cost was not met. At that time, a maximum of eight residences were identified as impacted.

We believe that any program involving public funds must strike a balance between what is reasonable as a prudent use of limited resources and what is warranted from the standpoint of impacts on our citizens. The \$40,000 per impacted residence criterion established to determine reasonable cost is by far the highest per residence expenditure of any state. Unfortunately, there will always be circumstances in which barrier construction is impractical, either physically, financially, or both.

It could literally cost the State hundreds of millions of dollars if the only criteria considered for noise barrier eligibility were noise levels. I want to assure you that we strive to provide meaningful relief from traffic noise for our citizens when possible. At the same time we must also recognize our obligation to use our public funds wisely and prudently.

859-7600

The Honorable Betty Ann Krahnke October 9, 1992
Page Two

Again, thank you for bringing the Park View community's concerns to my attention. SHA will get back in touch with you after the completion of the new environmental study. If you have any questions about the new study in the meantime, feel free to contact Mr. Charlie Adams, Director of SHA's Office of Environmental Design, at (410) 333-8063.

Sincerely,

O. James Lighthizer

Secretary



William Donald Schaefer

Governor

O. James Lighthizer

Secretary

Stephen G. Zentz

Deputy Secretary

September 11, 1992

The Honorable Betty Ann Krahnke Montgomery County Council Stella B. Werner Council Building Rockville MD 20850

Dear Councilme

Thank you for your recent letter on behalf of your constituent, Mr. Kenneth McCarthy, regarding noise barriers along the west spur of I-270 in Montgomery County.

The impact of the proposed improvements were analyzed during the planning phase of the project. The conclusion reached was that noise barrier criteria were not met and the Wildwood Hills community was not eligible.

The reason that a barrier will not be constructed at Wildwood Hills is because the proposed improvements will not significantly increase existing noise levels. The widening will occur in the median and the maximum expected change in noise levels is a 1-2 decibel increase, a difference barely discernable to the human ear.

We have been in contact with Mr. McCarthy about the noise analysis on numerous occasions since 1980 and are certainly willing to further discuss this issue with him. However, our conclusion is that the Wildwood Hills area does not meet the eligibility criteria for a noise barrier.

I hope this explains the situation concerning Wildwood Hills. I regret we cannot provide a more favorable response to your inquiry.

If you or Mr. McCarthy have any questions or would like to discuss this, please feel free to contact Mr. Charles Adams, Director of SHA's Office of Environmental Design, at (410) 333-8064.

Sincerely,

Mr. Charles B. Adams cc:





Maryland Department of Transportation

The Secretary's Office

William Donald Schaefer Governor

O. James Lighthizer
Secretary
Stephen G. Zentz
Deputy Secretary

March 12 1992

The Honorable Lawrence A. LaMotte Lowe House Office Building 6 Governor Bladen Boulevard Annapolis MD 21401-1991

Dear Delegate La Motte:



Thank you for your recent letter asking when noise barriers for the east side of I-695, between Dogwood Road and Windsor Mill Road in Baltimore County, would be put on the priority list for construction. There must have been some misunderstanding regarding the addition of this area to the State Highway Administration's noise abatement program; please allow me to clarify our position.

The retrofit noise barrier program throughout Maryland has been halted due to lack of funds. The noise barrier projects already on the list might not be built. Certainly, this will be influenced by the Department of Transportation's overall funding picture, which is a matter before the General Assembly. We cannot consider adding projects for communities which do not meet all the criteria for eligibility, and this area does not.

To be considered for noise abatement under the State Highway Administration's retrofit policy, a community must meet all of the following criteria:

- o noise levels must exceed the impact threshold of 67 decibels (DBA);
- o a majority of the affected residences must have preceded the highway;
- o construction of an effective noise barrier must be feasible;
- o cost must be reasonable -- the cost for each protected residence may not exceed \$40,000;
- o seventy-five percent (75%) of the affected residents must favor the project; and
- o funds must be available.

The Honorable Lawrence A. LaMonte March 12, 1992
Page Two

The area of Rona Road and Arlene Circle meets the date of construction and noise level criteria. However, since the estimated cost of a barrier exceeds our per residence limit and the barrier would provide limited noise reduction we cannot recommend retrofit construction.

The residences in the area of Lenburn Road and Richardson Road were constructed one to six years after I-695 was completed in 1962. Therefore, this area does not meet the date of construction criterion and is not eligible for consideration for noise barriers.

I regret the misunderstanding that occurred and that I cannot offer a more positive response. However, I hope this clarifies the situation. If you have further questions, please do not hesitate to contact me or Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design. Mr. Adams can be reached at (410) 333-8063.

Sincerely,

O. James Lighthizer

Secretary

cc:

Mr. Charles B. Adams

Mr. Hal Kassoff

313



STATE OF MARYLAND OFFICE OF THE GOVERNOR

IN REPLY REFER TO G-MDOT

September 22, 1992

The Honorable Gloria Lawlah Senate of Maryland 307 James Senate Office Building 110 College Avenue Annapolis MD 21401-1991 WILLIAM DONALD SCHAEFER GOVERNOR

ANNAPOLIS OFFICE STATE HOUSE ANNAPOLIS, MARYLAND 21401 (201) 974 3901

BALTIMORE OFFICE ROOM 1513 301 WEST PRESTON STREET BALTIMORE MARYLAND 21201 (301) 225-4800

WASHINGTON OFFICE SUITE 315 444 NORTH CAPITOL STREET: NW WASHINGTON, DC 2000 (202) 638-2215

TOD (301) 333-3098

Dear Senator Lawlah:

I am writing in follow-up to your recent letter, and our recent tour of the site where pedestrians have been killed on the Capital Beltway near Birchwood City. I very much appreciate your bringing this issue directly to my attention. The tour and discussions with residents of the area gave me a personal understanding of the issues being raised.

As indicated during the tour, I have directed Secretary Lighthizer to move forward with fencing of the median, as an immediate step in deterring pedestrian crossings. The State Highway Administration will also commence design of permanent safety barriers and provide funding for construction in our capital program. The project will require ten percent funding from Prince George's County. Construction should be completed in approximately 18 months.

These steps will provide improved protection for children in the community, but the community will need to continue its efforts to educate children about the hazards of the beltway.

Thank you once again for working with us on this vital issue. We will keep you informed our progress.

Sincerely,

|\$*|*

Governor

bcc: Mr. Charlie Adams

Mr. Hal Kassoff

Secretary O. James Lighthizer

Mr. Cres Mills V Mr. Tom Osborne Mr. Jeff Stone



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316

O. James Lighthizer Secretary Hal Kassoff Administrator

March 20, 1992

The Honorable Gloria Lawlah 307 James Senate Office Building Annapolis MD 21401-1991

Dear Senator Lawlah:

I am writing as a follow-up to your recent meeting with Mr. Charles B. Adams, Director of our Office of Environmental Design, concerning the status of noise barriers for the Birchwood City community, which is adjacent to the Capital Beltway in Prince George's County.

This area has been identified as a potential addition to our original retrofit noise barrier program. It meets the date and noise level criteria of our policy, but the precise cost per residence cannot be determined until final engineering drawings are prepared. However, preliminary studies indicate this area would meet this criterion also.

At the present time, the retrofit noise barrier program is on hold due to the lack of funding. It is unclear whether and when the remaining noise retrofit projects might continue, let alone the addition of new projects. This will be influenced by the Department of Transportation's overall funding picture, which is a matter before the General Assembly. Because of the uncertainty of the future of our retrofit program, we cannot commit to a sound barrier project for this area.

In addition, it is felt the counties should contribute to the cost of noise barriers within their jurisdiction. This cost-sharing concept proved successful in Howard County, where the county contributed one-third of the cost of the I-95 noise barrier at the Timberview community. Prince George's County has indicated a willingness to participate financially in such projects, though this particular proposal has not been discussed.

My telephone number is _____

The Honorable Gloria Lawlah March 20, 1992 Page 2

I hope this information adequately addresses your concerns. If you have further questions, please do not hesitate to contact me.

Sincerely,

Hal Kassoff Administrator

cc: Secretary O. James Lighthizer

Mr. Charles B. Adams Mr. Michael P. Errico bcc: Mr. Charles R. Olsen

Dictated by E. Miller - O.E.D. x8071



319

O. James Lighthizer Secretary Hal Kassoff Administrator

September 29, 1992

Office of District Engineer State Highway Administration 9300 Kenilworth Avenue Greenbelt, Maryland 20770

The Honorable Anne MacKinnon County Administration Building Upper Marlboro MD 20772

Dear Councilwoman MacKinnon:



Thank you for your letter regarding Governor Schaefer's recent commitment to construct a protective barrier along the Beltway's inner-loop at Birchwood City.

The construction of a "Protective Barrier" (wall) rather then a pedestrian bridge or tunnel was predicated on the following:

- . It has been our experience that unless extremely convenient or part of a continuous hiker/biker path, a pedestrian overpass would not be effective in eliminating the short-cut across the Beltway at this location. It simply would not eliminate totally the type of activity taking place at this location.
- A pedestrian overpass requires a "touchdown" area that may have necessitated the acquisition of a residence in order to put the facility between St. Barnabas Road and Livingston Road.
- The Birchwood City Community met the current Noise Abatement criteria. Therefore, why build an overpass and then at some point in the future do a Noise Abatement Project.

I trust this adequately explains our rationale behind this decision, but if you have any questions please call me.

Sincerely

Creston J. Mills, Jr. District Engineer

CJM:lc

cc: Mr. Charles Adams

My telephone number is ______





O. James Lighthizer Secretary Hal Kassoff Administrator

November 23, 1992

The Honorable Tom McMillen United States House of Representatives The Horizons Building 8028 Ritchie Highway, Suite 313 Pasadena MD 21122

Dear Congressman McMillen:

Thank you for your recent letters on behalf of your constituents, Mr. John L. Johns, Mrs. Sherry L. Johns, and Mrs. Jennifer Storm, concerning the extension of a noise barrier for the Ferndale Farms community adjacent to I-97 in Anne Arundel County.

We are currently evaluating the request by the community to determine if the barrier should be extended. We expect to have the results of the evaluation in late December; we will notify you and the community of the results at that time.

In the meantime, if you have any questions, please feel free to contact me or Charlie Adams, Director of our Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely,

Hal Kassoff Administrator





O. James Lighthizer Secretary Hal Kassoff Administrator

November 23, 1992

The Honorable Barbara A. Mikulski United States Senate Hart Senate Office Building, Suite 320 Washington DC 20510-2003

Dear Senator Mikulski:

Thank you for your recent letter on behalf of your constituents, Mr. John L. Johns, Mrs. Sherry L. Johns, and Mrs. Jennifer Storm, concerning the extension of a noise barrier for the Ferndale Farms community adjacent to I-97 in Anne Arundel County.

We are currently evaluating the request by the community to determine if the barrier should be extended. We expect to have the results of the evaluation in late December; we will notify you and the community of the results at that time.

In the meantime, if you have any questions, please feel free to contact me or Charlie Adams, Director of our Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely,

Hál Kassoff Administrator



O. James Lighthizer Secretary
Hal Kassoff
Administrator

July 9, 1992

The Honorable Barbara A. Mikulski Suite 253 World Trade Center Baltimore MD 21202-3041

Dear Senator Mikulski:

Thank you for your recent letter on behalf of your constituents, Mr. and Mrs. Philip T. Bannon, concerning noise barriers for the Dulaney Village community in Lutherville adjacent to I-695 in Baltimore County. We have also received a copy of Mr. and Mrs. Bannon's letter and have helped coordinate the Governor's reply. The Bannons should be hearing from the Governor shortly.

There is no question that when beltway improvements advance, noise barriers will be considered for those communities which meet the State Highway Administration's (SHA) noise abatement criteria. However, the retrofit element of the noise program is currently on hold due to a shortage of funds. It is unclear whether or when the remaining noise retrofit projects might continue. In addition, it is felt that the counties should contribute to the cost of noise barriers within their jurisdiction. This cost-sharing concept proved successful in Howard County, where the county contributed one-third of the cost of the I-95 noise barrier at the Timberview community.

Again, thank you for bringing the Bannons' concerns to our attention. If you have any further questions, please do not hesitate to contact me or Charlie Adams, Director of SHA's Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely.

Hal Kassoff Administrator



323

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

July 9, 1992

The Honorable Barbara A. Mikulski Suite 253
World Trade Center
Baltimore MD 21202-3041

Dear Senator Mikulski:

Thank you for your recent letter on behalf of your constituents, Ms. Barbara Tyner and Mr. Ronald Brooks, concerning noise barriers for the Hunting Ridge community located adjacent to I-95 in Prince George's County. We have already responded to Ms. Tyner and Mr. Brooks on this matter. A copy of my letter is enclosed for your information.

Unfortunately, this community is not eligible for noise barriers because it was constructed long after completion of the beltway as a circumferential highway. For a community to be considered for noise abatement under the State Highway Administration's (SHA) policy, a majority of impacted residences must have preceded the original construction of the highway.

I regret I can not give you a better answer. I hope this information adequately addresses your concerns. If you have further questions, please do not hesitate to contact me or Charlie Adams, Director of our Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely,

Hal Kassoff
Administrator

Enclosure

HK:jci



O. James Lighthizer Secretary Hal Kassoff Administrator

June 23, 1992

Mr. Ronald Brooks, President
Ms. Barbara Tyner, Vice President
Hunting Ridge Condominium Association, Inc.
6914 Hanover Parkway
Greenbelt MD 20770

Dear Mr. Brooks and Ms. Tyner:

Thank you for your recent letter to Secretary of Transportation O. James Lighthizer concerning noise barriers for the Hunting Ridge community located adjacent to I-95 (Capital Beltway) in Prince George's County. Secretary Lighthizer asked me to respond to you directly on his behalf.

For a community to be considered for noise abatement under SHA's policy, all of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted residences must have preceded the original highway construction:
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the noise barrier; and
- funds must be available.

These criteria were established to provide a fair and equitable method of determining where noise barriers should be considered and constructed. There are many more requests for noise mitigation than we have the resources to address.

My telephone number is	
MV teleboone number is	

Mr. Ronald Brooks June 23, 1992 Page Two

An investigation of real estate dates indicates the Hunting Ridge Condominiums were constructed in 1974, well after the completion of the Beltway as a circumferential highway in 1964. Based on this criterion, the Hunting Ridge condominiums are not eligible for our noise abatement program.

I regret we are unable to provide a more positive response to your inquiry, but hope this information clearly presents the State's position in this matter. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director of SHA's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

Hál Kassoff, Administrator

cc: Secretary O. James Lighthizer

Mr. Charles B. Adams



O. James Lighthizer Secretary
Hal Kassoff
Administrator

May 15, 1992

The Honorable Barbara A. Mikulski United States Senate Suite 320 Hart Senate Office Building Washington DC 20510-2003

Attn: Mr. John Woolums

Dear Senator Mikulski:

Thank you for your recent letter on behalf of your constituents, Mrs. Mary Anne Cole and Ms. Barbara Poniatowski, concerning noise barriers for their community in Lutherville adjacent to I-695 in Baltimore County.

A response has already been sent to Mrs. Cole from Governor Schaefer and to Ms. Poniatowski from Neil Pedersen, director of our Office of Planning and Preliminary Engineering.

In regard to Mrs. Cole's inquiry, let me emphasize that funds intended for noise barriers in this locale were never diverted to a project in Prince George's County. The entire retrofit noise barrier program, which includes this Lutherville community, is currently on hold due to the unavailability of funds. At this point, it is unclear whether and when the remaining noise retrofit projects might continue. Certainly, this will be influenced by the Department of Transportation's overall funding picture. In addition, it is felt that the counties should contribute to the cost of noise barriers within their jurisdiction. This cost-sharing concept proved successful in Howard County, where the county contributed one-third of the cost of the I-95 noise barrier at the Timberview community.

In regard to the widening of the beltway, a timetable for improvements has not yet been developed. Any noise mitigation associated with expansion of the beltway will be considered as part of the improvement project. Communities will be eligible for noise barriers if they meet the criteria established by the State Highway Administration. It is impossible to predict at this time what funds will be available for the many projects which will be needed to complete the widening work. Please be assured, however, that when beltway improvement projects do advance, we will give every consideration to those communities which meet the SHA noise barrier policy criteria. There is no question about that.

My	telephone number is	
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The Honorable Barbara A. Mikulski May 15, 1992 Page Two

I hope this information adequately addresses your concerns. We have enclosed a copy of Neil Pedersen's response to Ms. Poniatowski, which provides additional information concerning specific widening strategies. If you have further questions, please do not hesitate to contact me or Mr. Chārles B. Adams, Director of the State Highway Administration's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

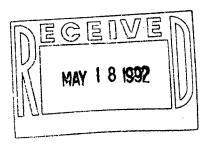
Hal Kassoff Administrator

Attachment

cc: Mr. Charles B. Adams

328

The Honorable Barbara A. Mikulski May 15, 1992 Page Two



I hope this information adequately addresses your concerns. We have enclosed a copy of Neil Pedersen's response to Ms. Poniatowski, which provides additional information concerning specific widening strategies. If you have further questions, please do not hesitate to contact me or Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

Hal Kassoff Administrator

Attachment

cc: Mr. Charles B. Adams

Dictated by Gene Miller



329

O. James Lighthizer Secretary Hal Kassoff Administrator

April 16, 1992



Ms. Barbara Poniatowski
President, Dulaney Valley
Improvement Association
Post Office Box 102
Lutherville MD 21093

1 1992

Dear Ms. Poniatowski:

Thank you for your recent letter regarding the project planning study for the Baltimore Beltway (I-695) from MD 140 to MD 702.

As you are aware, a time table for improvements to the Beltway has not been set. It is impossible to predict at this time what funds will be available for the many projects which will be needed to complete the widening work. Please be assured, however, that when Beltway improvement projects do advance, we will give every consideration to those communities which meet the State Highway Administration's (SHA) noise barrier policy criteria.

In the environmental studies performed as part of the project planning process for the improvements to the Beltway, your community was identified as meeting the criteria for noise abatement. The area meets the criteria for noise level, date of construction and reasonable cost under the noise abatement program.

As you mentioned, the approved improvement to the York Road interchange includes the replacement of the loop ramp from westbound I-695 to southbound York Road with a two-lane left turn spur from the existing westbound I-695 to northbound York Road ramp (see attachment).

Our traffic studies indicate that the current 400-foot weave area on the outer beltway between the existing York Road loop ramps will be inadequate in the future to handle the merging, diverging and through traffic anticipated at this location. This situation would result in increased backups and decreased safety on the beltway and ramps. Since the focus of this study was to improve the operations and safety on the interstate, it was decided that the subject loop ramp should be removed.

Ms. Barbara Poniatowski Page Two

A traffic signal will be installed on York Road at the new left-turn location in conjunction with the interchange improvement. This signal will be timed to provide the exiting beltway traffic ample time to enter York Road without significant backups on the ramp. In addition, this signal will be coordinated with other York Road traffic signals to allow for minimum disruption to York Road traffic.

The existing outer loop ramp to northbound York Road is planned to remain as it is today. The existing merge area between the end of the ramp and Green Ridge Road is expected to function adequately. The traffic signal to be located at the new left-turn spur location mentioned above should allow the traffic entering from the north-bound ramp to merge onto York Road more easily. This design is similar to other interchange ramps located along the Beltway.

If you have any other questions concerning this study, please contact me or the project manager, Mr. Robert Sanders. Bob's telephone number is (410) 333-1106.

Very truly yours,

neil of Pederson

Neil J. Pedersen, Director Office of Planning and Preliminary Engineering

Attachment

cc: Mr. Charles Adams

Mr. Louis H. Ege, Jr.

Mr. Robert Sanders



O. James Lighthizer Secretary Hal Kassoff Administrator

MEMORANDUM

TO:

-Mr. Creston J. Mills,

District Engineer

FROM:

Charles B. Adams, Director

Office of Environmental

DATE:

February 5, 1992

SUBJECT:

Contract P 410-503-372

I-595 (US 50) W of MD 197 to

W of MD 3/US 301

Noise Barrier at Pedestrian Bridge

The Bridge Design Division and this office have reviewed the situation at the pedestrian bridge at MD 197 concerning the lack of privacy afforded the two properties closest to the bridge. This is due to the insufficient height of the noise wall panels in this location. We have evaluated several options including the use of chain link fence with privacy slats, and traffic glare paddles on the top of the wall, but feel these are unsuitable for structural as well as aesthetic reasons. Our recommendation is that the last four panels be replaced with higher panels under upcoming Contract P 410-504-372 as a red-line revision. The panel farthest from the bridge should be truncated to transition to the normal wall section In addition, a short filler panel is needed between the noise wall and the pedestrian support wall. It should also be explored to determine if the replaced panels could be used in the adjacent contract P 410-504-372.

We also recommend that the support wall under the pedestrian ramp on the traffic side be stained a tan color to match the noise barrier walls. This will enhance the aesthetics of the wall as well as provide for continuity of color as the ramp transitions to the ground plane.

Finally, we suggest that strong consideration be given to replacing the existing noise barrier panels which are located along the bicycle path at ground level. These absorptive panels are very fragile and will be subject to abuse and deterioration. By copy of this memo I am asking the Highway Design Division to determine if these panels could be used in Contract P 410-504-372. We suggest that these panels be replaced with standard noise barrier panels (perhaps with a double-raked finish on the traffic side) and coated with anti-graffiti coating. This coating could be pigmented to match the other wall surfaces in color.

My telephone number is _

Mr. Creston J. Mills, Jr., District Engineer February 5, 1992
Page 2

We are ready to discuss these recommendations with you and your staff as necessary. If you have any questions or comments, please do not hesitate to contact me at your convenience.

CBA/jdc

cc: Mr. Earle S. Freedman Mr. Stephen F. Drumm Mr. John O. Warnick Mr. James Miller Mr. James Aguirre Mr. Rick O'Neal

/Mr. Eugene J. Miller, Jr.

STATE OF MARYLAND OFFICE OF THE GOVERNOR



IN REPLY REFER TO G-MDOT

WILLIAM DONALD SCHAEFER
GOVERNOR

ANNAPOLIS OFFICE STATE HOUSE ANNAPOLIS, MARYLAND 21401 (301) 974 3901

BALTIMORE OFFICE ROOM 1513 301 WEST PRESTON STREET BALTIMORE, MARYLAND 21201 (301) 225-4600

WASHINGTON OFFICE SUITE 315 444 NORTH CAPITOL STREET N W WASHINGTON D C 2002 (202) 638-2215

TDD (301):333-3098

October 26, 1992

The Honorable Sue V. Mills
County Council
The Prince George's County Government
County Administration Building
Upper Marlboro MD 20772

Dear Councilmember Mills:

Thank you for your recent letters to Secretary O. James Lighthizer, State Highway Administrator Hal Kassoff, State Highway Administration District Engineer Cres Mills, and me regarding the fence in the median strip of the Capital Beltway.

The median fence is only a temporary step to discourage people from trying to cross the Beltway in the Birchwood City area, until permanent safety barriers can be designed and constructed. I understand that Mr. Mills has already written to you to explain this approach in more detail.

I appreciate your concern for the safety of your constituents and motorists on the Capital Beltway. We are all seeking to keep pedestrians from endangering their own lives at this location. If you still have questions about our plans, please do not hesitate to call Mr. Mills at (301) 513-7311.

Sincerely,

/S/

Governor

cc: Mr. Creston J. Mills, Jr.

bcc: Mr. Charles B. Adams

Mr. Thomas Hicks

Ms. Elizabeth L. Homer

Mr. Hal Kassoff

Secretary O. James Lighthizer

Mr. Jeff Stone





O. James Lighthizer Secretary Hal Kassoff Administrator

Office of District Engineer State Highway Administration 9300 Kenilworth Avenue Greenbelt, Maryland 20770

October 5, 1992

The Honorable Sue V. Mills Prince George's County Council County Administration Building Upper Marlboro, Maryland 20772

Dear Councilwoman Mills:

Thank you for your letter regarding the fence we are constructing within the Beltway median between St. Barnabas and Livingston Roads.

I also met with the Birchwood City Citizens Association Board of Directors, and we discussed interim measures to enhance the safety of the Community and prohibit people from attempting to cross the Beltway at this location.

The measures you mention were discussed and dismissed as ineffective, since it is just as easy to cut an 8 foot fence as it is a 6 foot fence. The problem was not the height of the fence but the fact that it was concealed, an frequently cut, and in some instances, sections actually removed from the posts.

Therefore, when Governor Schaefer visited Birchwood City, he made two announcements, (see attached letter to Senator Lawlah) indicating that the State Highway Administration would construct a median fence as an immediate measure, while beginning the design of permanent safety barriers, that are approximately 18 months away from completion.

I can assure you that we have given the median fence a great deal of thought and shared your concern for disabled motorists and have provided sufficient room for them on the shoulder.

513-7311

The Honorable Sue V. Mills October 5, 1992 Page 2

The median fence is a "Temporary Measure", that provides a formidable obstacle to those attempting to cross the Beltway until the permanent barriers are constructed. The Birchwood City Citizens Association was aware of the median fence through consultation with me and the Governor's announcement and gave no indication of opposition to the proposal.

If you have any questions, please call me.

Sincerely,

ereston J. Mills, Jr. District Engineer

CJM: 1 jb

cc: Mr. Hal Kassoff

Mr. Charlie Adams

Mr. Tom Osborne



O. James Lighthizer Secretary Hal Kassoff Administrator

November 10, 1992

The Honorable Constance A. Morelia Member of Congress 11141 Georgia Avenue Suite 302 Wheaton MD 20902

Dear Congresswoman Morella:

Thank you for your recent letter on behalf of your constituent, Mr. Sidney K. Suneja, who resides on Osage Lane adjacent to I-495 in Bethesda. Mr. Suneja was concerned about the noise impacts from the Beltway at his residence.

For a community to be considered for noise abatement, <u>all</u> of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted (67 decibel minimum) residences must have preceded the date of location approval for the highway improvement;
- noise levels must increase by at least five decibels due to the highway improvement, or there must be a significant impact to the existing conditions adjacent to the highway;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the noise barrier; and
- funds must be available.

М١	telephone number is	
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The Honorable Constance A. Morella November 10, 1992 Page Two

When the environmental studies were done in advance of the widening project, it was determined the noise levels would not increase significantly as a result of the additional lanes. This is because lanes were added to the median area. This placement also precluded any significant impact to the adjacent communities.

In addition, our analysis showed that the cost per residence for a noise barrier would be in excess of \$140,000, greatly exceeding the reasonable cost criterion. It was for these two reasons, cost and insignificant increase in noise levels, that noise abatement was not approved.

As you know, noise barriers currently under construction in the Carderock area were advanced only through a special financing arrangement with Montgomery County. Residents of these communities agreed to help fund these projects through special assessments on their homes. A citizen's group entitled Citizens Against Beltway Noise (CABN) spearheaded this effort and approached the County and the State with this proposal. CABN represented the communities along the beltway from Bradley Boulevard south.

I regret we are unable to provide a more positive response to you and Mr. Suneja. If you have any further questions, please feel free to contact me or Charlie Adams, Director of our Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely,

Hal Kassoff Administrator

cc: Mr. Charles B. Adams



Maryland Department of Transportation

The Secretary's Office



William Donald Schaefer Governor

O. James Lighthizer Secretary

Stephen G. Zentz Deputy Secretary

September 15, 1992

The Honorable Nancy L. Murphy 1330 Sulphur Spring Road Arbutus MD 21227-2794

Dear Senater Murphy:

Thank you for your recent letter concerning noise barriers for the Westview Park community adjacent to I-695 in Baltimore County.

The information which you received from your constituent about the 20 percent local match is correct. We simply do not have the state funds to continue the retrofit noise abatement program. The five cent increase in the state gas tax will not generate sufficient revenues to cover all of the transportation needs we have. The total five cent increase will not be available for all of the projects that have been requested. As a result, the noise barrier cost-sharing policy emerged, as was done on I-95 for the Timberview community in Howard County. This approach will be applied to the remaining projects on the retrofit list, as well as any additional areas found to meet all the requirements under the noise abatement policy.

While the new federal Intermodal Surface Transportation Efficiency Act (ISTEA) provides revenues to Maryland for transportation projects, these funds are needed to fund all of our projects. The funds are not earmarked for noise barriers. The 80 percent federal funds comprise an annual allocation to Maryland. These monies actually are state entitlement dollars in the sense that they are used to fund many types of highway projects including safety improvements, bridge repairs, reconstruction of roadways and new capacity.

I hope this information explains the current noise abatement situation in the Westview Park community. If you have further questions, please do not hesitate to contact me or State Highway Administrator Hal Kassoff. Mr. Kassoff may be reached at (410) 333-1111.

Sincerely,

. James Lighthizen

Secretary

cc: Mr. Hal Kassoff

859-7600

My telephone number is (301)TTY For the Deaf: (301) 684-6919



339

O. James Lighthizer Secretary Hal Kassoff Administrator

March 20, 1992

The Honorable Nancy L. Murphy 1330 Sulphur Spring Road Arbutus MD 21227-2794

Dear Senator Murphy:

Thank you for your recent letter concerning noise barriers for the Westview Park community adjacent to I-695 in Baltimore County.

Let me address first what seems to be the primary concern of the Westview Park community — whether noise barriers for the community will be included as part of future widening of the beltway. Since a timetable for improvements to the beltway has not been set, it is not possible to predict at this time what funds will be available for the many projects needed to complete the widening work. You may be assured, however, that when beltway improvement projects do advance, we will give every consideration to those communities which meet the SHA noise barrier policy criteria.

In regard to the retrofit component of our noise abatement program, this program is and has always been voluntary among the There are no federal mandates requiring construction of retrofit barriers and, in fact, most states opted not to participate in this strategy. Maryland's decision was to develop a program which would provide noise abatement for only those communities which had been impacted by the original Interstate System, including Westview Park. Based on anticipated funding, in the early 1980's a priority list and timetable were developed. When federal funding was reduced in 1986, it placed the entire retrofit program in jeopardy. At this time, we simply do not have the funds to continue the retrofit program; hence, the cost-sharing policy emerged, as was done on I-95 for the Timberview community in Howard County. Only with additional revenues and a local share do we foresee being able to proceed with the retrofit program.



The Honorable Nancy L. Murphy March 20, 1992 Page 2

I hope this information explains the current noise abatement situation as it pertains to the Westview Park community. If you have further questions, please do not hesitate to contact me or Charles Adams, Director of our Office of Environmental Design. He may be reached at (410) 333-8063.

Sincerely,

Hal Kassoff Administrator

cc: Mr. Charles B. Adams

bcc: Eugene J. Miller, Jr.
Charles R. Olsen

Dictated by E. Miller, Jr., OED - X8071



348

O. James Lighthizer Secretary Hal Kassoff Administrator

May 29, 1992

Mr. Graham Norton
Director
Montgomery County Department of Transportation
Executive Office Building
101 Monroe Street, 10th Floor
Rockville MD 20850-2589

Dear Mr. Norton:

This letter is to update you on the status of the I-495 noise barriers.

We have received approval from the Federal Highway Administration and are proceeding with the construction of the noise barriers addressed in the CABN (Citizens Against Beltway Noise) Agreement. Now that construction has begun, you will be receiving an invoice shortly for the local share of \$593,936 for these barriers.

If you have any further questions, please do not hesitate to contact me or Neil Pedersen. Neil can be reached at (410) 333-1110.

Sincerely,

Hal Kassoff Administrator

cc: The Honorable Leon G. Billings

The Honorable Gene W. Counihan

The Honorable Christopher VanHollen, Jr.

The Honorable John Adams Hurson

The Honorable Richard La Vay

The Honorable Laurence Levitan

Mr. Neil J. Pedersen

The Honorable Jean W. Roesser

The Honorable Patricia R. Sher

Mr. Bob Simpson - MDOT

My telephone number is	S	
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O. James Lighthizer Secretary

Hal Kassoff Administrator

343

January 22, 1992

Mr. Graham Norton
Director
Montgomery County Department of Transportation
Executive Office Building
101 Monroe Street, 10th Floor
Rockville MD 20850-2589

Dear Mr. Norton:

This letter is in response to a request from Bob Simpson, of your staff, for information concerning the State Highway Administration's current intent regarding the I-495 noise barriers.

Design for both barriers has been completed, and the contractor's bid for construction is \$2,500,000 (not including overhead).

We are currently requesting Federal Highway Administration approval for the barriers. Once we have received approval, our intent is to invoice the county for \$593,936, the local share via the CABN (Citizens Against Beltway Noise) Agreement. We hope to do this by late February. Construction should begin by spring 1992.

If you have any further questions, please do not hesitate to contact me or Neil Pedersen. Neil can be reached at (410) 333-1110.

Sincerely,

Hal Kassoff Administrator

cc:

District 15 Senators and Delegates District 18 Senators and Delegates Mr. Neil J. Pedersen

Mr. Bob Simpson (MDOT)

Mr. Graham Norton January 22, 1992 Page Two

bcc: Mr. Charles Adams

Mr. John D. Bruck

Mr. Creston Mills

Mr. Charles R. Olsen

Ms. Heidi F. Van Luven

Prepared by Heidi Van Luven, x1117



Maryland Department of Transportation

The Secretary's Office

હ્યાર્ક

William Donald Schaefer

O. James Lighthizer Secretary

Stephen G. Zentz Deputy Secretary

August 4, 1992

The Honorable Thomas Patrick O'Reilly 7219 Hanover Parkway
Greenbelt MD 20770

Dear Senator O'Reilly:

Thank you for your recent letter to Hal Kassoff concerning noise barriers for the Bellemead community located adjacent to US 50 in Prince George's County.

There are about 20 projects throughout Maryland that meet the noise abatement eligibility criteria and would be eligible for noise barriers pending the availability of funds. These projects would cost approximately \$60 million to complete.

The noise abatement project along the Capital Beltway at Glenarden, which was recently approved for construction, was in this category. This project is moving forward due to the County's commitment to provide 20 percent of the project's funding. Because of the State's shortage of funds, such local contributions are essential for retrofit noise barrier projects.

Again, I wish we were in a position to finance all noise barriers where they are needed, but unfortunately, that is not possible. I truly regret I cannot offer a more positive and satisfying response.

Sincerely,

O. James Lighthizer

Secretary

cc: Mr. Hal Kassoff

859-7600



Maryland Department of Transportation

The Secretary's Office

عالمير

William Donald Schaefer Governor
O. James Lighthizer
Secretary

Stephen G. Zentz Deputy Secretary

July 2, 1992

The Honorable Janice Piccinini 201 West Padonia Road Timonium MD 21093

Dear Senator Piccinini:

Thank you for your recent letter concerning the status of noise barriers for the Longford community adjacent to I-695 and I-83 in Baltimore County.

A timetable for future beltway widening has not been finalized. Let me assure you, however, when improvements do advance, noise barriers will be included at the Longford community as part of any widening contract at this location or the first widening project constructed on either side immediately adjoining this location.

I hope this information adequately explains the current situation as it pertains to the Longford community concerning noise abatement. If you have further questions, please do not hesitate to contact me at your convenience.

Sincerely,

Stephen G. Zentz Deputy Secretary

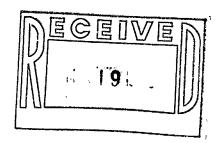


347

O. James Lighthizer Secretary Hal Kassoff Administrator

March 18, 1992

The Honorable Janice Piccinini 308 Senate Office Building Annapolis MD 21401-1991



Dear Senator Piccinini:

Thank you for your recent letter concerning noise barriers for the Longford community adjacent to I-695 and I-83 in Baltimore County.

Let me address first what seems to be the primary concern of the Longford community, i.e., whether or not noise barriers will be included here as part of future widening of the beltway. As you are aware, a timetable for improvements to the beltway has not been set. It is impossible to predict at this time what funds will be available for the many projects which will be needed to complete the widening work. Please be assured, however, that when beltway improvement projects do advance, we will give every consideration to those communities which meet the SHA noise barrier policy criteria. There is no question about that.

In the environmental studies performed as part of the project planning process for the improvements to the beltway, the Longford community was identified as meeting the criteria for noise abatement. This was expected since the area already meets the criteria for noise level, date of construction, and reasonable cost under the retrofit element of the noise abatement program.

I regret we cannot offer you absolute confirmation at this time, but hope this information explains the current situation as it pertains to the Longford community concerning noise abatement. If you have further questions, please do not hesitate to contact me.

Sincerely,

Hal Kassoff Administrator

cc: Mr. Charles B. Adams

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feasibility, ate.

My telephone number is _

January 28, 1992

The Honorable Janice Piccinini 308 Senate Office Building Annapolis MD 21401-1991

Dear Senator Piccinini:

Thank you for your recent letter concerning noise barriers for the Longford community adjacent to I-695 and I-83 in Baltimore County.

The funding allocated under the Inter-modal Surface Transportation Efficiency Act is not targeted for noise barriers, though noise barriers would be eligible. Other critical needs on the beltway include safety, and the physical condition of bridges and pavements.

The retrofit noise barrier program to which you refer is currently on hold. At this point, it is unclear whether and when the remaining noise retrofit projects might continue. Certainly, this will be influenced by the Department's overall funding picture, which is a matter before the General Assembly.

Thanks again for your interest and concern. I'm sorry we cannot offer any firm commitment at this point regarding our noise barrier program.

Sincerely ORIGINAL SIGNED BY HAL KASSOFF ADMINISTRATOR

> Hal Kassoff Administrator

bcc: Mr. Charles B. Adams

Mr. Charles R. Olsen

Dictated by C. Adams, OED - X8063



Maryland Department of Transportation

The Secretary's Office

April 13, 1992

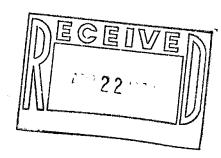
William Donald Schaefer Governor

O. James Lighthizer Secretary

Stephen G. Zentz

Deputy Secretary

The Honorable Douglas B. Riley Councilman, Fourth District County Council of Baltimore County Court House 400 Washington Avenue Towson MD 21204



Dear Councilman Riley:

Thank you for your recent letter concerning noise barriers for the Orchard Hills community adjacent to I-695 in Baltimore County.

Let me address first what seems to be the primary concern of the Orchard Hills community, i.e., whether or not noise barriers will be included as part of future widening of the beltway. As you are aware, a timetable for improvements to the beltway has not been set. It is impossible to predict at this time what funds will be available for the many projects which will be needed to complete the widening work. Please be assured, however, that when beltway improvement projects do advance, we will give every consideration to those communities which meet the SHA noise barrier policy criteria.

In the environmental studies performed as part of the project planning process for the improvements to the beltway, the Orchard Hills community was identified as meeting the criteria for noise abatement. This was expected since the area already meets the criteria for noise level, date of construction, and reasonable cost under the retrofit element of the noise abatement program.

I regret we cannot offer you absolute confirmation at this time, but hope this information explains the current situation as it pertains to the Orchard Hills community concerning noise abatement. If you have further questions, please do not hesitate to contact me.

Sincerely,

O. James Lighthizer

Secretary

859-7600

bcc:

Mr. Hal Kassoff Mr. Eugene J. Miller, Jr. Mr. Charles R. Olsen

Dictated by E. Miller, Jr., OED - X8071



Maryland Department of Transportation

The Secretary's Office

NOISE FILES

William Donald Schaefer

Governor

O. James Lighthizer

Secretary

Stephen G. Zentz

Deputy Secretary

May 18, 1992

The Honorable Joseph R. Robison Mayor
City of Laurel
350 Municipal Square
Laurel MD 20707-4181

Dear Mayor Robison:

Thank you for your recent letter concerning traffic noise from I-95 in the Scotchtown Hills and Carriage Hills communities. There are no plans to widen I-95 in the west Laurel area; however, the planning and design of any future proposals would fully evaluate the feasibility and need for noise abatement.

You expressed concern that construction of noise barriers on the opposite side of I-95 would adversely impact the Scotchtown Hills and Carriage Hills areas. Numerous studies have been conducted that show no adverse effects to residents on the opposite side of the highway from a noise barrier. The potential for reflection of noise is small and the level of increase in resulting noise is below the threshold of perception for the average person.

Providing noise attenuating windows is not consistent with our established criteria. The Scotchtown Hills and Carriage Hills developments were built after I-95 was completed, and would not be eligible for any type of abatement measures. Funding for noise abatement is limited; we have developed our program to help communities that were built prior to highway construction.

Thank you for including the article-on-noise cancellation. It is indeed a technology with great potential benefits for the future.

I regret that we cannot offer a more positive response. If you have any further questions, please do not hesitate to contact me.

Sincerely,

O. James Lighthizer Secretary

859-7600

My telephone number is (410)-



358

William Donald Schaefer Governor

O. James Lighthizer Secretary

Stephen G. Zentz Deputy Secretary

July 1, 1992

The Honorable Charles J. Ryan 131 Lowe House Office Building 6 Governor Bladen Boulevard Annapolis MD 21401-1991

Dear Delegate Ryan:

Thank you for your recent inquiry on behalf of the Hunting Ridge Condominium Association, Inc. concerning noise barriers for this location adjacent to I-95 (Capital Beltway) in Prince George's County.

For a community to be considered for noise abatement under the State Highway Administration's policy, <u>all</u> of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted residences must have preceded the original highway construction;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the noise barrier; and
- funds must be available.

These criteria were established to provide a fair and equitable method of determining where noise barriers should be considered and constructed. There are many more requests for noise mitigation than we have the resources to address.

An investigation of development construction dates indicate the Hunting Ridge Condominiums were constructed in 1974, well after the completion of the Beltway as a circumferential highway in 1964. Based on this criterion, the Hunting Ridge Condominiums are ineligible for noise barriers.

The Honorable Charles J. Ryan July 1, 1992 Page Two

I regret we are unable to provide a more positive response to your inquiry, but hope this information clearly presents the State's position in this matter. If you have further questions, please do not hesitate to contact me or Mr. Charles B. Adams, Director of SHA's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

O. James Lighthizer

Secretary

cc: Mr. Charles B. Adams

bcc: Mr. Hal Kassoff

Mr. Gene Miller

Mr. Charles R. Olsen

Mr. Tom Osborne



3

Maryland Department of Transportation

The Secretary's Office



William Donald Schaefer Governor

O. James Lighthizer Secretary

Stephen G. Zentz Deputy Secretary

July 2, 1992

The Honorable Paul S. Sarbanes United States Senate Washington DC 20510-2002

Dear Senator Sarbanes:

Thank you for your recent letter on behalf of your constituents, Mr. Ronald Brooks and Ms. Barbara Tyner, concerning noise barriers for the Hunting Ridge Condominium Association, Inc. adjacent to I-95 (Capital Beltway) in Prince George's County.

For a community to be considered for noise abatement under the State Highway Administration's (SHA) policy, <u>all</u> of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted residences must have preceded the original highway construction;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the noise barrier; and
- funds must be available.

These criteria were established to provide a fair and equitable method of determining where noise barriers should be considered and constructed. There are many more requests for noise mitigation than we have the resources to address.

An investigation of real estate dates indicates the Hunting Ridge Condominiums were constructed in 1974, well after the completion of the Beltway as a circumferential highway in 1964. Based on this criterion, the Hunting Ridge Condominiums are not eligible for noise barriers.

My telephone number is (301)- 859-7600
TTY For the Deaf: (301) 684-6919

The Honorable Paul S. Sarbanes July 2, 1992 Page Two

I regret we are unable to provide a more positive response to your inquiry, but hope this information clearly presents the State's position in this matter. If you have further questions, please do not hesitate to contact me or Mr. Charles B. Adams, Director of SHA's Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

O. James Lighthizer

Secretary

cc: Mr. Charles B. Adams

bcc: Mr. Hal Kassoff

Mr. Gene Miller

Mr. Charles R. Olsen

March 19, 1992

The Honorable Ellen R. Sauerbrey Suite 312 Lowe House Office Building Annapolis MD 21401-1991

Dear Delegate Sauerbrey:

Thank you for your recent letter requesting clarification of MDOT policy for the retrofit noise abatement program.

Secretary Lighthizer has indicated he will consider resumption of the retrofit program for projects that meet our criteria if sufficient funding becomes available, and if local jurisdictions are willing to participate financially. This would address projects that have been on the priority list, and could involve others that might qualify as well. Again, the local funding participation would be essential.

Once again, thanks for your interest in and support for our program.

Sincerely,

Hal Kassoff Administrator

cc Secretary O. James Lighthizer Mr. Charles B. Adams

bcc: Eugene J. Miller, Jr. Charles R. Olsen

Dictated by E. Miller, Jr., OED - X8071

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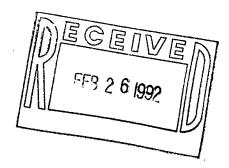
O. James Lighthizer Secretary

Hal Kassoff Administrator

February 25, 1992

The Honorable Ellen R. Sauerbrey Suite 312 Lowe House Office Building Annapolis MD 21401-1991 Ellen

Dear Delegate Sauerbrev:



Thank you for your recent letter concerning noise barriers for the Longford community adjacent to I-695 and I-83 in Baltimore County.

Let me address first what seems to be the primary concern of the Longford community, i.e., whether or not noise barriers will be included here as part of future widening of the beltway. As you are aware, a timetable for improvements to the beltway has not been set. It is impossible to predict at this time what funds will be available for the many projects which will be needed to complete the widening work. Please be assured, however, that when beltway improvement projects do advance, we will give every consideration to those communities which meet the SHA noise barrier policy criteria. There is no question about that.

In regard to the retrofit component of our noise abatement program, this program is and has always been voluntary among the states. There are no federal mandates requiring construction of retrofit barriers and, in fact, most states opted not participate in this strategy. Maryland's decision was to develop a program which would provide noise abatement for only those communities which had been impacted by the original Interstate System, including Longford. Based on anticipated funding, in the early eighties a priority list and timetable were developed. When federal funding was reduced in 1986, it placed the entire retrofit program in jeopardy. At this time, we simply do not have the funds to continue the retrofit program; hence, the cost-sharing policy emerged, as was done on I-95 for the Timberview community in Howard County.

I hope this information explains the current situation as it pertains to the Longford community concerning noise abatement. If you have further questions, please do not hesitate to contact me.

Sincerely

Administrator

Mr. Charles B. Adams cc:

bcc: ! Eugene J. Miller, Jr.

Dictated by E. Miller, Jr., OED - X8071



O. James Lighthizer Secretary

Hal Kassoff Administrator

September 3, 1992

The Honorable Patricia R. Sher James Senate Office Building 110 College Avenue Annapolis MD 21401-1991

Dear Senator Sher: Pa Hy

Thank you for your recent letter to District Engineer Cres Mills concerning noise barriers for the community of Parkview adjacent to I-495 in Montgomery County.

We recognize the area is affected by traffic noise, based on environmental impact studies that were conducted prior to implementation of the highway improvements. Unfortunately, the area did not qualify for noise abatement because the \$40,000 per residence limit for reasonable cost is not met. We identified a maximum of eight affected residences in this community, and determined that an effective barrier would cost approximately \$540,000 or \$67,500 per impacted residence. We define impacted residences as those with a noise level at or above 67 decibels (Leq).

Additionally, the number of impacted residences was determined based on future traffic conditions. That means the noise levels on which the assessment of impact was based represented a "worst-case" condition.

The location of some of the houses in this community relative to the highway also makes it difficult to provide substantial noise mitigation. If a noise barrier was constructed, its effectiveness more than a block away would be limited. Typically, barriers are most effective at for those homes directly adjacent to them. Effective noise reduction at greater distances behind the barrier is often not achievable.

Since it has been over three years since we last conducted any measurements, we will schedule a new monitoring program to determine if conditions have substantially changed. We will contact the community to coordinate this effort.

The Honorable Patricia R. Sher September 3, 1992 Page Two

I appreciate your continued interest in this matter. If you wish to discuss this further, please feel free to contact me or Charlie Adams, Director of our Office of Environmental Design. Charlie can be reached at (410) 333-8063.

Sincerely,

Hal Kassoff Administrator

cc: Mr. Creston J. Mills, Jr.

Mr. Charles B. Adams

p.S. Let's see alt fle new reasonants indicate.

The Ks. K.



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Maryland Department of Transportation State Highway Administration

O. James Lighthizer Secretary Hal Kassoff Administrator

June 16, 1992

Mr. Darwin Spartz
Value and Conservation Management Branch
Office of Project Planning and Design
California Department of Transportation
650 Howe Avenue
Sacramento CA 95825

Dear Mr. Spartz:

Thank you for your recent letter concerning Maryland's noise abatement program.

The Maryland State Highway Administration (SHA) has been consciously involved in the mitigation of traffic noise since 1967 with the construction of an earth berm along the Capital Beltway (I-495) adjacent to a residential community. We have been constructing noise walls under both Type I and Type II programs since 1978. The large majority of these have been steel reinforced pre-cast concrete panels, although, several wooden barriers and a fiberglass reinforced concrete wall have been erected. We have also used steel panel noise walls for bridge structures because of weight considerations.

SHA has developed a standard system which uses a steel post (I-beam) and pre-cast concrete panel configuration. Steel reinforced caissons are employed to support the system. The architectural finish is an exposed aggregate on one or both sides of the panels. Where aggregate is not used, a double-raked finish with an acrylic stain is utilized. In addition to the Maryland standard system, we have also allowed and used two proprietary systems: Fanwall and Sierra Wall.

Fanwall is a concrete system licensed by the Fanwall Corporation of Arlington, Virginia which uses concrete panels without caisson foundations. The weight and the configuration of the panels, which are joined together at the ends by stainless steel aircraft cables, provides lateral stability.

Sierra Wall is manufactured by the Smith-Midland Corporation, Midland, Virginia. It is a noise barrier which uses a one piece concrete post and panel system. A slot on the post end of the integral piece accepts the next panel/post piece. The post end is bolted to a concrete caisson foundation. The costs of the Fanwall and Sierra Wall systems are comparable with the State system.

Mr. Darwin Spartz June 16, 1992 Page Two

ø:

The average height of noise barriers in Maryland is approximately 18 feet. The average cost of the barrier system runs about \$27 per square foot which includes ancillary items such as maintenance of traffic, erosion and sediment control, drainage, landscaping and construction overhead. This equates to a per mile cost of \$2.5 million. The actual cost of the wall system itself runs about \$1.5 million per mile.

The design goal of Maryland's noise abatement projects is to reduce noise levels 7 - 10 decibels at the closest residences at the first floor level. We feel five decibels the minimum reduction to be considered effective. Follow-up measurements verify our goal has been achieved. We consistently meet or exceed our design goal requirements.

Maryland provides access doors to allow passage through the noise barriers for emergency and maintenance purposes. In addition, we provide fire hose fittings which allows residential fire hydrants to be accessed from the highway through the wall.

Maryland's philosophy on noise barriers is to provide structures that will last the life of the highway. We feel the cost of these structures, albeit higher than other systems, is justified due to reduced or negligible maintenance costs. Follow-up studies have determined an approval rating by the public of over 85 percent on the overall worthwhileness of our noise abatement projects.

I hope this information is useful to your studies. If you have additional questions or require clarification of what is contained here, please feel free to contact Gene Miller, of my staff. Gene may be reached at this same address or by phone at (410) 333-8071.

Charles B. Adams

Director |

Sincerely,

Office of Environmental Design

cc: M

Mr. Bob Olsen Mr. Gene Miller



Maryland Department of Transportation

The Secretary's Office

January 24, 1992

The Honorable Decatur W. Trotter Senate of Maryland Senate Office Building Annapolis MD 21401-1991

Dear Senator Trotter:

Confirming our recent conversation, as well as conversations we have had with Congressman Hoyer, County Executive Glendenning, and other elected officials representing your area, I am prepared to commit the Maryland Department of Transportation to the construction of the noise barrier along I-495 inner and outer loops, from MD 704 to MD 202, under the following conditions:

- MDOT receives a net revenue increase of 5¢ per gallon (or the equivalent thereof) in this legislative session, with the increase to become effective this calendar year
- Thirty percent of the total project cost of \$6,000,000 must be funded by Prince George's County. (This is consistent with our policy for local participation in sound barriers.)
- Construction would begin within two years of the effective date of the full revenue

Enclosed is a map showing the approximate location of the barrier. Please feel free to call me or Hal Kassoff if you have any questions. Mr. Kassoff may be reached at (410) 333-1111

Sincerely.

Secretary

Enclosure

The Honorable Parris Glendenning cc:

The Honorable Steny Hoyer

Mr. Hal Kassoff

859-7600 My telephone number is (301)-

William Donald Schaefer

O. James Lighthizer Secretary

Stephen G. Zentz Deputy Secretary



Maryland Department of Transportation

The Secretary's Office

William Donald Schaefer
Governor
O. James Lighthizer
Secretary
Stephen G. Zentz
Deputy Secretary

February 21, 1992

The Honorable Albert R. Wynn 302 James Senate Office Building Annapolis MD 21401-1991

Dear Senator Wynn:



Thank you for your recent inquiry about a number of highway-related issues in your district.

Regarding the status of MD 214, the segment from Brightview Drive to Campus Way, including a new interchange with MD 202, was funded with the Motor Vehicle Administration fee increase passed by the General Assembly last summer. We expect construction to begin this spring or summer. The last segment to be constructed, from east of MD 193 to east of US 301, will depend on sufficient revenues being generated by the General Assembly's passage of a state revenue increase.

In my recent letter to Senator Trotter, I indicated that we are prepared to construct the Beltway/Glen Arden sound barrier if we receive a revenue increase and a commitment for a 30 percent local contribution. This is consistent with the Governor's position and follows the model used in Howard County, in the Timberview area.

I know you are also concerned about tree planting on MD 202, Pennsylvania Avenue (MD 4) and Central Avenue (MD 214). We will implement planting on these roadways, but again this is contingent upon a revenue increase.

You also raised some issues involving the Marlo Furniture company. SHA's district engineer, Cres Mills, will be looking into the possibility of an additional lane turning into the Marlo property. As you know, they would like a ramp coming off of the Beltway access ramp at MD 4, as it runs down to Forestville Road. We will get back to you by the beginning of March on this matter. Unfortunately, we cannot permit a sign for Marlo Furniture on a public right of way. However, Marlo officials may put signs on private property, as long as they conform to county zoning requirements.

859-7600

The Honorable Albert R. Wynn February 21, 1992
Page Two

368

Also, Forestville Road is not a state highway; rather, it comes under the jurisdiction of Prince George's County.

I have enclosed for your information, a list of projects funded in your area and completed in the last five years. If you have any other questions on these or other highway-related matters, please do not hesitate to contact me or Hal Kassoff, who may be reached at (410) 333-1111.

Sincerely,

O. James Lighthizer

Secretary

Enclosure

cc: Mr. Hal Kassoff

bcc: Mr. Charles Adams

Mr. Cres Mills
Mr. Neil Pedersen